

Wheels Day and Popstalgia reports

Suspension/Brakes/Steering- see our Website for more items!

All prices include vat. Prices subject to change without notice. Correct at 21-7-14. E&OE. Freight extra.

Supplied unassembled & unpainted. The cross-member is designed for the listed vehicle. [Universal avail]. The basic kit comes with a nonpower rack-



-tubular suspension arms, with forged spindles 2" drop or std. 11" disc brakes with single piston GM callipers, coil springs use a shock through the centre.

FORD KIT - BASIC

1933-34 Car £1776.67 1935-40 Car £1771.64 1935-41 Pickup ... £1771.64 Also available separately! 1941-48 Car £1840.21 1948-52 F1 p/up... £1840.21 1953-56 F100p/u.. £1826.74 1964-70 Mustang £1838.57 "Goldcard" prices

CHEVY KIT - BASIC

1937-39 Car £1387.22> 1-only!
1940-48 Car £1387.22> 1-only!
1949-54 Car £1775.62 <u>Also available separately!</u>
1937-39 pickup £1775.62
1940-46 pickup £1771.63 ♣ ♣ ♠ ♠ ♠
1947-54 pickup £1782.81
1955-59 pickup £1852.60
"Goldcard" prices

OPTIONS [extra charge over basic]







Coil over shocks w/chrome spring -from	£345.21
Willwood 4 piston callipers xtra on kit-from	£156.23
Power steering rack from	£107.49
Front anti-roll bar- from	£160.85
Front air-bag kit-from from	£248.17

"Goldcard" prices

STEERING RACK CONVERSIONS



1955-57 Tri-Chevy pwr kit-no pump	£703.13
1965-66 Mustang pwr kit inc pump	£998.09
1967 [early] Mustang pwr kit inc pump	. £tba
1967-70 Mustang pwr kit inc pump	£998.09
1965-66 Mustang non-pwr kit	£T.O.
"Ĝoldcard" prices	

MUSTANG + PICKUPS- BRAKES

1964-70 Disc kit w/servo+m/cyl fr £746.75 1964-66 Servo w/dual m/cyl........... £291.02 1967-70 Servo w/dual m/cyl...... £291.02 1964-70 Rear discs 10.5" kit £370.78sp 1953-56 F100 servo w/m-cyl £348.01 1947-54 Chevy servo w/m-cyl £393.98



"Goldcard" prices

REAR SUSPENSION- 4 BAR

1947-53 Chevy p/up	£939.10
1954-55 Chevy p/up	£907.26
1955-59 Chevy p/up	£955.16
1953-56 Ford F100 p/up	£955.16 🖠
1964-70 Mustang	£1106.88
1967-69 Camaro	£1053.74



"Goldcard" prices

AIR-RIDE SUSPENSION-example

"Goldcard" prices

1955-57 CHEVY- kit

ridetech 🛎

Front "Shockwaves" £529.08pr Rear AirBar 4 link £1146.33 Rear "Shockwaves" fr £564.98pr Air-Ride pump/tank system fr £861.62



STEERING COLUMNS [IDIDIT] Available in paintable steel &

chrome finish, with or without column shift, featuring 8 position tilt. 28-32" length-paintable-floor shift fr £289.45 30-33" length-paintable-column shiftfr £456.16 28-32" length-chrome-floor shift fr £376.43 30-33" length-chrome-column shift fr £584.01 "Goldcard" prices

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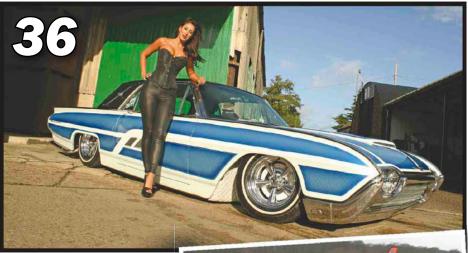
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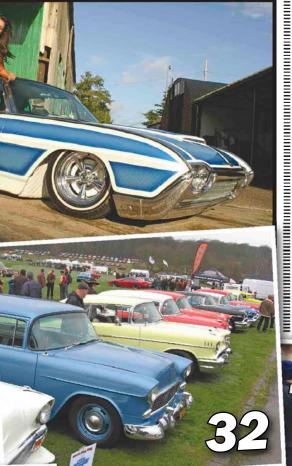
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News & reviews

Introduction

You can't help but be aware that a General Election will be held in the UK on Thursday 7 May. With all the media coverage in the lead up to this you'd have thought us Brits would have had our fill of politics for the time being. But looking at some of the internet forum postings over the last few days, it would appear that isn't the case for at least some of us, and all because two shows were organised on the same day a mere 25 miles apart from each other.

Mike's report on Wheels Day appears in this issue, and we may well reflect on the Hot Rod Round Up next month. One thing we won't be

doing, however, is discussing the so-called politics behind either of these events.

It's no secret that Surrey Street Rodders had a limit imposed upon them as to the number of cars that would be admitted to Rushmoor Arena on Good Friday. Their reaction to this was to introduce a pre-entry system, which made sense to us. Perhaps they underestimated the enormity of this task, and some people got frustrated at not receiving a response quickly enough for their liking. So, with just a few weeks to go, notice of an alternative show at Popham Airfield was posted. With no restriction on numbers, there was no requirement to pre-enter and, on the face of it, it appeared a good alternative for those not having a show pass for Wheels Day.

Post these events though, the back stabbing started, and tales of underhand dealings were rife. Maybe the Popham show could have been staged on a different day over the Easter weekend, but maybe it couldn't – I don't know. Similarly, I don't know if this show was organised to upstage Wheels Day. I somehow doubt that though as the first I became aware of it was on 21 March – hardly a well-planned attempt at espionage then. What we do know is that those attending either event enjoyed themselves – and some actually managed to get to both. Is that really such a bad thing?

Let's leave the politics to those in Westminster, that is their job after all.

Dave Biggadyke



Super troopers

This season will see the fledgling Superstock class strutting its stuff at two events, the first of which is Dragstalgia at Santa Pod on 11-12 July. Last year, 20 Superstock cars hit the tarmac for this event and, hopefully, there'll be even more this time round. The class appears again at Shakespeare County on the 11-13 September for the Hot Rod Drags,

and the Superstock racers would like to thank Jerry Cookson and the NSRA for letting them compete. Thanks also to Andy Robinson Race Cars for their continued support of the class. If you fancy having a go in Superstock yourself, Peter Walton is the man to speak to, either via email to peterwalton2ph@btinternet.com or by calling 07970 206827.

Battle on

The industrious guys and girls of the 1066 Cruisers have managed to secure a new venue for their Mid-Summer Picnic - Bewl Water in Lamberhurst, Kent. The dates are 31 July - 2 August and weekend pre-entry (by 21 July) costs £15 per person (children £6 each) with the on-the-day prices being £20 and £8. Pre-entry for the Sunday show day only is £4 per vehicle. Visit www.1066cruisers.co.uk for full details.

Nibbles at the Loch

Sunday 5 July is the date for this year's *Klaymore Kruisers*' Picnic Day on the banks of Loch Lomond. As usual, rodders can either meet up at Springfield Quay for a cruise to Balmaha or make their own way there. For further details, phone Bruce Kinnear on 07999 826 049 or visit www.klaymore-kruisers.co.uk.

More speed

Recent releases from Terry Ross at Speed/ Still include wall-mounted editions, giving customers greater flexibility when it comes to displaying these works of art. Don't worry if you prefer the more conventional pieces though, as Terry has also sculpted some new versions of these, too.

As always, no two pieces are identical and the back board on the wall-mounted editions can be fine tuned to suit any space constraints customers may have. Full details can be found on Facebook or, for those who don't do social media, at www.speed-still.com.





Reviving the racing

The Mountsorrel Revival is happening again this year, on Sunday 9 August. All the fun of last year will be back - hot rod and custom cars, funfair, vintage shopping and stalls, river trips, burlesque, swing jive dancing, live street bands, archery, gnome lobbing(!) and the hugely popular soap box races. Everything from old fashioned plank and pram wheels contraptions to miniature company vehicles will take part in a parade before being put through their paces on track in front of the cheering crowd. The



construction rules are simple - no engines, no pedals - and trophies will be on offer for Fastest Time, Constructors' Championship and Spirit of the Event.

Full details of the Mountsorrel Revival, along with entry forms for the soap box racing, can be found at www.mountsorrel-revival.co.uk

Well slammed

The Damn Yankees' Summer Slam annual car show reaches its 29th year on 19 July. Held at North Weald Airfield, Essex CM16 6AA (M11 junction 7) the show is open to all Yanks, customs, rods, classics and Harleys. Further attractions include live music, trade stalls, a bar and caterers, craft stalls, children's rides and commentary by John Price. The gates open at 9am, with last entry being at 2.30pm. For further details visit www.damnyankees.uk.com

Gala of fame

This year's British Drag Racing Hall of Fame Gala dinner will be held at the Savill Court Hotel in Windsor, Surrey on Saturday 21 November. Two new backers have come on board for this year's Gala - Bedford-based digital agency Aptitude (www.apptitude. co.uk), along with Ron Hope and Rat Trap Racing (www.rattrapracing.com).

One feature of the Gala evening will be the presentation of the Sydney Allard Media Awards, which this year will be sponsored by Mooneyes (www.mooneyes. com). Entries for these awards are



being invited from photographers and journalists, both amateur and professional, and full details can be found at www.britishdragracinghof.co.uk/allard-award-entries

Gala attendees this year will include Blue Max Funny Car super tuner, Fred Miller, and the only man who could really handle the twin Chevy-engined Freight Train dragster, Bob Muravez. For advance tickets contact BritishDRHOF@aol.com, or telephone Stu Bradbury on 01933 279102.

Watford no show

Watford Rods have been in touch to let us know that, due to circumstances beyond their control, they will not be staging their May Bank Holiday show this year. Hopefully, normal service will be resumed in 2016.





The latest happenings at the home of UK drag racing - Santa Pod

At the time of writing, we're still gearing up for the Festival of Power but, by the time you read this, we'll be salivating over the season's first FIA / FIM Championship drag race, The Main Event. We'll be welcoming some stars from the NHRA series across the pond, but they



aren't Americans they are Europeans. All are Swedes who cut their competitive teeth over the years racing here at Santa Pod and on the continent's other tracks before heading over the Atlantic to show those Yanks a thing or two.

Ever since Clive Skilton finished runner-up to Shirley Muldowney at the 1977 Springnationals, Europe has yearned for a home grown racer to win one of those NHRA things. Then, in 2010, Michael Gullqvist got the call to go stateside and race Pro Mod. The result? Two races, one runner-up finish and (hallelujah!) victory at Atlanta. Roll forward to 2014 and multi-European Champion Pro Stock ace, Jimmy Ålund, aced the field at NHRA's crazy Four-Wide Nationals at Charlotte. Now in 2015, two Top Methanol Funny Car drivers have doubled the NHRA 'Wally' count: Jonnie Lindberg took the trophy at Pomona's Winternationals and Ulf Leanders did the trick at Gainesville's Gatornationals.

Now, at Charlotte, Jonnie Lindberg has done it again - another victory while smashing NHRA's existing TMFC records out of sight with all-time best marks of 5.361 / 272.01. Right now, the Lindberg brothers are the hottest act in world drag racing. Here in Europe, Jonnie tunes the car while brother, Johan, handles the driving, but the result ends up much the same - Johan drove off with last year's European crown. Come the end of May, we hope to welcome this golden quartet back to Santa Pod for The Main Event.

And this is only three classes we've talked about. There'll be 15

others on show, from Top Fuel to the kids in Junior Dragster. There's Top Fuel on two wheels, too. A year ago, Britain's Ian King also won big in America, entering the 5-second Top Fuel Bike Club, before returning to grasp his eighth FIM European Championship crown.

The Main Event (22-25 May) promises a weekend of superlative action.

Why would you want to be anywhere else over Spring Bank Holiday?



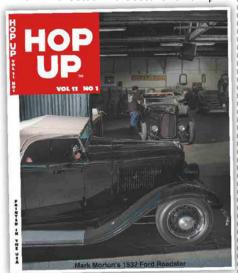
News & reviews

Hop to it

Hop Up magazine first appeared in 1951 and was most recently published by Mark Morton, but then he pulled the plug. The good news, however, is that Hop Up is now back (again). Starting with Volume 11 Issue 1, it will be in a larger format with more pages, 172 to be exact. Content will stay close to its roots, with plenty of traditional hot rods and customs, but presented in a more modern, some would say arty, way. The emphasis will be on great photography, but historical articles will also get their due.

Hop Up's revival is a grass roots effort by passionate hot rodders Justin Baas, John Gunsaulis, Marcy Molkenthen and Tim Sutton, and will be published quarterly instead of the previous annual format. The Volume 11 Issue 1 official release party will be on 17 April at the Austin Speed Shop in Texas as part of the Lonestar Roundup.

Hop Up will be available in the UK from American Auto Mags (www. americanautomags.com / 01606 888324) who will have stock in the second half of April.



Speedy drive

The Brighton Speed Trials will take place on Saturday 5 September and is now open for entries on a first-come, first-served basis. Over 200 cars and motorbikes are expected to participate in the timed run down Madeira Drive, with a top six run-off to find the fastest car and bike bringing the day to a dramatic close.

There are strict safety rules and entry criteria, so do check the regulations, which are available on the event website. As this is a competition event, all participants will need to hold an appropriate licence. To find out more, and to download an entry form, visit www.brightonandhovemotorclub.co.uk





It's a stick-up

Drag race and all-round nice guy, Sid Slattery, has available a few pairs of 'old-style' *CC* stickers that he'd be happy to give away to any readers wanting to fly the nostalgia flag. These are strictly on a first-come, first-served basis and, to get your hands on a pair, drop an email to Sid at britdigger3@gmail.com. Remember to tell him which colour combo you'd prefer, and to thank him for his generosity.

Just the ticket

This is a final reminder for those of you thinking about attending the National Hot Rod and Custom Car Show in Peterborough over the weekend of 22-24 May that there is still time for you to purchase discounted advance tickets. Advance weekend tickets (including camping) are priced at £37 per person, with advance day tickets weighing in at £15 per person. On-the-gate prices are £50 and £18 per person respectively. The last date for purchasing advance tickets is Monday 18 May, but do it now so you don't forget.

Along with the Hot Rod and Custom Best in Britain line up, the show will feature many more individual and club displays (oh, and a CC display too), the Ink and Oil Tattoo Convention, a monster truck car crush, lawnmower racing and live music throughout the day. Weekend attendees will also have access to further live music and burlesque shows on both Friday and Saturday evenings. For full details, and to purchase advance tickets, visit www.hotrodandcustomshow.co.uk







What a puzzle

World-renowned, traditional hot rod builder, Vern Tardel, takes you right inside his shop with this extraordinary new 16 x 20-inch jigsaw picture puzzle depicting a '32 roadster he built. Vern's new 300-piece puzzle will challenge anyone with its vibrant colours and amazing detail, seen in this highresolution HDR photo created by Richard Small. Packaged in a super-structured box, typical of Vern's attention to detail, it will keep puzzle fans and hot rodders occupied for hours. If you don't want to put it back in the box at the end, why not mount the finished result in a frame and hang it on your garage wall? Priced at \$20, the puzzle is available at select hot rod shops and online at www.verntardel.com

Street Rod & Custom Showtime

By Rodger Attaway Published by MrMcPublishing Price £29+p&p Available from www.americanautomags.com / www.woolfe.com / www.streetrodandcustomshowtime.net

This is the book fans of UK custom car shows have been waiting for. Throughout its 300+ pages, Street Rod & Custom Showtime traces the birth and development of indoor custom car shows in the UK, from the early '60s through their heyday in the '70s and up to 1982. It's a time that can never be repeated, but can now be remembered fondly, and in accurate detail.

The author, Rodger Attaway, was hands on with many of the shows we all knew and loved and, with contributions from many others who were involved, this book is a treasure trove of anecdotes and memories, accompanied by over 850 captioned photographs. If you were part of, or witnessed, any of this chrome-plated, candy-coloured extravaganza then it will bring those memories back to life. If you're of a more tender age, it's worth a look to see what all the fuss was about.

Street Rod & Custom Showtime is subject to a limited print run of just 1,000 copies, each individually numbered, and will be officially launched at the NSRA Fun Run at Billing Aquadrome in May.





Get throttled

Omex, one of Europe's leading manufacturers of engine electronics for race series and niche vehicle manufacturers, have just announced they have massively expanded their facilities and released their own in-house designed and manufactured throttle bodies. The first product range is their new DCOE / DHLA manifold-compatible individual throttle bodies. Currently available are optimised inlet manifolds for Ford Duratec / Zetec and Peugeot Mi16 / GTi6 engines. Further manifolds are in development and the Omex bodies will also fit all other DCOE-flanged manifolds. Find out more at www.omextechnology.com

Graphic designs

Pinstriping & Kustom Graphics Magazine is looking for the best airbrushed and pinstriped vehicles in the UK to display at the upcoming Kustom Kulture Blastoff weekender, and to take part in the show and shine competition on Sunday 6 September. The venue is the Lincolnshire Showground and show car registrations must be in by 12 noon on the Sunday, with prize giving taking place at approximately 4pm. The winning vehicles will be featured in a future edition of the magazine. Check out www.kkbo.co.uk for more details.



Mistaken identity

Remember when... in the February issue made reference to a feature in the February '84 written by Mike Collins. We would like to point out this was an error on our behalf as the feature was penned by Mike Scott. Likewise, the comment, "he should have stayed off the drugs", was not directed at Mike Collins, although he did tell us he has re-rolled the odd cigarette in his time.



www.customcarmag.co.uk

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SHOWTIME

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It's a steel

article you ran in the August and September '07 issues about steel framing a 'glass body, as I'm looking to embark on a build but I'm not sure about this part of the project. I have tried your back issues and eBay but no luck. Any help would be most helpful.

John Gardiner via email

> Hi John, the articles you refer to would make for ideal reference material for your project. As back issues are no longer available, I would normally suggest you try eBay but, as you've already done that, the best I can offer are scans of the features. Check your email inbox and keep us updated on your progress. Hopefully, the socket set will speed things up a bit. Ed.



Tools has extended its Laser successful Alldrive socket range with the introduction of a new 3/8in D socket set (part 4111). The unique Alldrive profile allows 11 sockets to do the work of 33 normal sockets since they are designed for use on metric, AF, star, spline and damaged fittings.

Socket size is clearly marked on each item and the set, expected to retail for around £25,00, is supplied with its own hanger. For more details go to www.lasertools.co.uk



The writer of the Star Letter each month will win a set of the Laser Tools Alldrive range.



Wrong Nats

Dear CC, in the Cabin fever feature in the May issue it states that the ex-Taff Austin A50 was chopped at the 1991 Essex Nats. This didn't ring true to me, but I remembered one getting chopped at Redbourne so I did some digging. One of the publications I turned up that made reference to the chop was actually the November '02 issue of CC. Although it bears a different registration number, it is clearly the same car and the caption does refer to it being owned by Taff at the time.

I would also like to say that the chopped Minor in the same article that isn't actually a Gasser should be! It looks bloody awesome.

Mark Blows CDSRC Historian

> Okay, maybe we got the history on the Austin slightly wrong Mark, so thanks for putting us straight on that. We agree about the Moggy though. Ed.

Young gun

Dear CC, I thought you might like this pic my wife took of me reading CC with my five-month-old daughter. With a chopped Moggy and a lairy Mk1 Escort in the garage, it's only a matter of time before she joins in with the old car fun. Keep up the good work with the mag.

Ginge (Knights CC) via email

> Thanks for sharing the pic with us Ginge. By the look on your daughter's face, she's obviously enjoying whatever she's looking at. Is it an advert for a tot rod body by any chance? Ed.



Anglia man

Dear CC, in reply to S Dobby's letter in the May issue, why not give my dad, Terry Baker, a ring, as he built Silver Temptation.

Daniel Baker via email

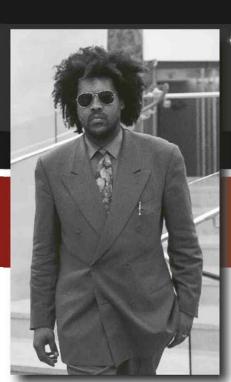
> We did as you suggested Daniel, but sadly your dad couldn't shed any light on the van's current whereabouts as he lost track of it after he sold it in 1982. We did, however, have an interesting chat about the projects you are both currently working on – your dad's Anglia van, saloon and estate, along with your 100E. We may well be popping round for a cuppa in the not too distant future. Ed.

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Events

A full list of events can be found on the Custom Car website at

www.customcarmag.co.uk

NB: We advise you to double check with organisers that the event or show as listed is still going ahead, to avoid any wasted journeys. To submit an event, email motorevents@kelseypb.co.uk, fax 01733 557235, or write to *Custom Car* Events, Kelsey Media, PO Box 978, Peterborough PE1 9FL.

APRIL

24-26 Big Bang. Santa Pod. www.santapod.com

25 Chevy Special. Ace Café, London. www.ace-cafe-london.com

25 Whitby Kustom Show. West Cliff School, Whitby YO21 3EG. whitbykustompaul@gmail.com / 07770 585422 / www.facebook.com/ whitbykustompaul

26 Kent's All Ford Show. Aylesford Priory, Kent. www.kentsallfordshow.co.uk

26 NASC Autojumble. Raunds Football Club, Northants. www.rodandcustom.co.uk

MAY

2 Saturday Night Special. Santa Pod. www.rwyb.com

2-3 Atomic. Sywell Aerodrome. www.atomicfestival.co.uk

2-4 Springspeed Nationals. Shakespeare County Raceway. www.shakespearecountyraceway.com

3 RWYB. Santa Pod. www.rwyb.com

3 Super Street Shootout. York Raceway. www.yorkraceway.org.uk

4 UK Open Nationals. York Raceway. www.yorkraceway.org.uk

6 Spring Riot. Ace Café, London. www.ace-cafe-london.com

8-10 NASC Neil's Springnationals.Drayton Manor Theme Park, Tamworth, Staffs. www.rodandcustom.co.uk

10 Hayling Reunion. Hayling Island PO11 OAG. www.victorywheelers.co.uk

15-17 Hipsville. Bisley Pavilion, Surrey. www.hipsville.co.uk

15-17 Proper Cornish Cruisers' Weekend. Cornwall. propercornishcruisers2012@hotmail. co.uk / 07789 763977

16 RWYB. Santa Pod. www.rwyb.com

17 Herts Auto Show. Stanborough Park, Welwyn Garden City AL8 6DQ. www.hertsautoshow.co.uk

17 Peak Performance Test & Tune Day. Santa Pod. www.rwyb.com

21 Pro Peak Performance Test & Tune Day. Santa Pod. www.rwyb.com

22-25 FIA / FIM Championships - Main Event. Santa Pod. www.santapod.com

22-25 Gary's Picnic / Yanks Weekend. Shakespeare County Raceway (no racing Fri). www.shakespearecountyraceway.com

23-24 National Hot Rod & Custom Car Show. Peterborough Showground, Cambs. www.hotrodandcustomshow.co.uk

23-25 Enfield Pageant of Motoring. Enfield, Middlesex. www.whitewebbsmuseum.co.uk

29-31 NSRA Billing Fun Run.Billing Aquadrome, Northants.
www.nsra.org.uk

29-31 Bournemouth Wheels Festival.Bournemouth Seafront.
www.bournemouthwheels.co.uk

30 RWYB. Santa Pod. www.rwyb.com

30 Pick-Up Party. Ace Café, London. www.ace-cafe-london.com

31 Classic Ford Show. Santa Pod. www.classicfordshow.co.uk

31 Can Am Car Club's Lazy Sunday.Poole, Dorset. www.canamcarclub.org.uk

IUNE

3 Hot Rod Night. Ace Café, London. www.ace-cafe-london.com

6 RWYB. Santa Pod. www.rwyb.com

6 Viva Chez Vegas 7. Chesterfield Rock 'n' Roll Club. www.chesterfieldrnrclub.webs.com

7 Skipton Car Show. High Street, Skipton, North Yorks. www.skiptoncarshow.com

7 Mersea Motor Madness. East Mersea CO5 8SX, www.actonhotrod.com

7 American Speedfest III. Brands Hatch, Kent. www.speedfest.co.uk

10 Retro Cars Track Evening. Brands Hatch. www.msvtrackdays.com

12-14 Cholmondeley Pageant of Power. Cholmondeley Castle, Malpas,
Cheshire. www.cpop.co.uk

12-14 Deva Dubs and Rods. Shrewsbury Showground SY1 2PF. www.devadubshow.co.uk

12-14 Hot Rods and Hills. Parkfoot, Lake Ullswater, Cumbria. speedemon32@ googlemail.com / 07766 396477

13 BGS Classic and Custom Show. Bexley Grammar School, Welling, Kent. oregan_t@bexleygs.co.uk 19-21 NSRA Nostalgia Nationals. Shakespeare County Raceway. www.nsra.orq.uk

20 RWYB. Santa Pod. www.rwyb.com

21 Hot Rod and Custom Drive-In Day. National Motor Museum, Beaulieu. www.beaulieu.co.uk

21 Retro Show. Santa Pod. www.retroshow.co.uk

21 Swansea Festival of Transport. Swansea City Centre. 07814 958379

26 Peak Performance Test & Tune Day. Santa Pod. www.rwyb.com

27-28 Summer Nationals. Santa Pod. www.santapod.com

JULY

1 Hot Rod Night. Ace Café, London. www.ace-cafe-london.com

2-4 Power Big Meet. Vasteras, Sweden. www.bigmeet.com

4 RWYB. Santa Pod. www.rwyb.com

4 Swingin' Vintage - Vintage and Retro Alldayer. Bowlers Exhibition Centre, Manchester. www.swinginvintage.co.uk

4 Sportsman Nationals. York Raceway. www.yorkraceway.org.uk

4-5 Third Annual Hot Rod Races. Pendine Sands. www.vhra.co.uk

4-5 Route 66 Motor Show. Hurn Bridge Show Field, Bournemouth. www.route66show.co.uk

4-5 V8 Mentalists' Independence Weekend Celebration. Petworth, West Sussex.

4-5 UK Power Tour. Santa Pod / York Raceway. www.v8uk.co.uk/news-uk-power-

tour-2015/ 5 Street Racer Championship.

York Raceway. www.yorkraceway.org.uk

5 Car Show. The Donkey Sanctuary, Sidmouth, Devon. www.thedonkeysanctuary.org.uk

5 Berkshire Motor Show. Prospect Park, Reading, Berks RG30 2ND. www.berkshiremotorshow.co.uk

5 All American Day. Sandy's Road, Malvern, Worcs.



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- 5 Klaymore Kruisers' Picnic Day. Balmaha, Loch Lomond. 07999 826049 / www.klaymore-kruisers.co.uk
- **9-12 Americana International.** Prestwold Airfield, Loughborough, Leics. www.americana-international.co.uk
- **10-12 Dragstalgia.** Santa Pod. www.dragstalgia.co.uk
- **11-12 Wild West Custom Van and Hot Rod Weekend.** Buttyland Caravan Park, Manorbier, Wales SA70 8TE. Email: sharon_ellis_09@hotmail.co.uk
- 18-19 Public Track Weekend / ET Bracket Gamblers.

Shakespeare County Raceway. www.shakespearecountyraceway.com

- **18 NCC Mercia Custom, Classic, Scooter and Car Show.** Alcester Rugby Club, Warks B49 50F.
- **19 Damn Yankees' Summer Slam.** North Weald Airfield, Essex CM16 6AA. www.damnyankees.uk.com
- 19 Pre-1980 Car & Bike Show. Warlingham Rugby Club, Surrey. 07739 643407 / club.admin@mightywarl.com
- 19 Kent's Kit, Custom and American Car Show. Aylesford Priory, Kent. www.kentskitcustomandamericancarshow.co.uk
- 24-26 Hot Rod Hayride. Bisley National Shooting Centre, Brookwood, Surrey. www.hotrodhayride.com
- **24-26 Silverstone Classic.** Silverstone Circuit, Towcester, Northants. www.silverstoneclassic.com
- **24-26 Mopar Euro Nationals.** Santa Pod. www.moparnats.co.uk
- **24-26 Bridlington American, Rod and Custom Show.** Sewerby Cricket Club, Bridlington Y015 1EW. 01709 542555 / 07787 915081
- **25-26 Rally of the Giants.** Blenheim Palace, Woodstock, Oxfordshire. www.pre50aac.com
- 31 Revs and Rhythms. Bloomfield Drive, Shefford, Beds 4pm onwards. 07811 168548
- 31-2 Aug 1066 Cruisers' Mid-Summer Picnic. Lamberhurst, Kent TN3 8JH. www.1066cruisers.co.uk

AUGUST

- **5 Hot Rod Night.** Ace Café, London. www.ace-cafe-london.com
- 6-9 Bulldog Bash.

Shakespeare County Raceway. www.shakespearecountyraceway.com

- **7-9 NSRA Hot Rod Supernationals**. Old Warden, Beds. www.nsra.org.uk
- **8-9 Doncaster Road Runner's Show.** Parklands Social Club, Wheatley. www.doncasterroadrunner.co.uk

- 8-9 RWYB. Santa Pod. www.rwyb.com
- 9 Retro Cars Live. Rockingham Raceway, Corby. www.retrocarslive.co.uk
- **9 Mountsorrel Revival.** Mountsorrel, Leics. www.mountsorrel-revival.co.uk
- 14-16 Clydeside Cruisers' 5th Show 'n' Cruise. Lochbarr Leisure Services, Lochwinnoch, Renfrewshire PA12 4JB. www.clydesidecruisers.co.uk
- 15 RWYB. Santa Pod. www.rwyb.com
- 23 Peak Performance Test & Tune Day. Santa Pod. www.rwyb.com
- 28-30 GOW! Speed Hill Climb. Prescott Hill, Glos. www.vhra.co.uk
- 28-31 NASC Street Rod Nationals. Trinity Park, Ipswich. www.rodandcustom.co.uk
- **29 Corvette Special.** Ace Café, London. www.ace-cafe-london.com
- **29-31 Open Sport Nationals.** Shakespeare County Raceway. www.shakespearecountyraceway.com
- **30-31 5th National Hot Rod Reunion.** York Raceway. www.yorkraceway.org.uk
- **30 Canamania.** Wimborne, Dorset. www.canamcarclub.org.uk
- **31 Kent Chrome and Cruisers Show.** Abbey School, Faversham, Kent. 07903 339466

SEPTEMBER

- **2 End of Summer Riot.** Ace Café, London. www.ace-cafe-london.com
- 2 Pro Peak Performance Test & Tune Day. Santa Pod. www.rwyb.com
- **3-6 FIA European Championships - Final Round.** Santa Pod. www.santapod.com
- 5-6 Kustom Kulture Blastoff. Lincolnshire Showground LN2 2NA. www.kustomkultureblastoff.com
- 6 Lazy Sunday Wax & Wheels. Nottinghamshire.01623 721056
- **11-13 NSRA Hot Rod Drags.** Shakespeare County Raceway. www.nsra.org.uk
- 13 RWYB. Santa Pod. www.rwyb.com
- **13 Kent's Classic Car Show.** Aylesford Priory, Kent. www.kentsclassiccarshow.co.uk
- 18 Peak Performance Test & Tune Day. Santa Pod. www.rwyb.com
- 19-20 National Finals.

Santa Pod. www.santapod.com

- **20 UK Northern Finals.** York Raceway. www.yorkraceway.org.uk
- **20 A602s' Autorama.** Fairlands Valley Showground, Stevenage, Herts. www.a602sstreetandstriprods.com

20 Route 62 Kustom Show.

Pontefract Racecourse, Yorkshire. www.facebook.com/Route62Kustomshow

- **25-27 Fort Paull American, Rod and Custom Show.** Fort Paull, Hull HU12 8FP. No dogs allowed in Fort. 01709 542555 / 07787 915081
- **26 Saturday Night Special.** Santa Pod. www.rwyb.com
- 26-27 Late Summer Madness Public Track Weekend.

Shakespeare County Raceway. www.shakespearecountyraceway.com

- **26-27 Sywell Classic Pistons and Props.** Sywell aerodrome, Northants. www.sywellaerodrome.co.uk
- **26-27 Popstalgia.** Bosworth Water Trust, Nuneaton, Warks. 07813 478789

OCTOBER

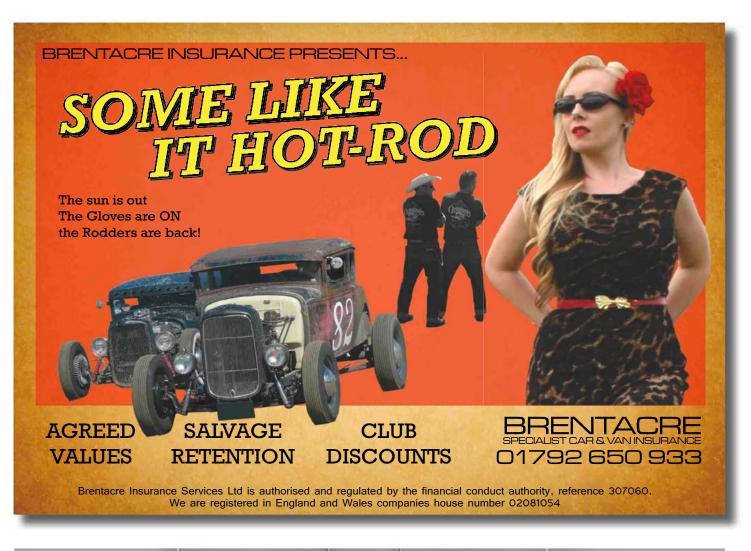
- 3 RWYB. Santa Pod. www.rwyb.com
- 4 The P-15 Picnic ('46-48 Chrysler Corporation Cars). Sywell Aerodrome, Northants. 07802 355025 / 0845 257 1939
- **7 Hot Rod Night.** Ace Café, London. www.ace-cafe-london.com
- 10 RWYB. Santa Pod. www.rwyb.com
- 10-11 Late Autumn Madness Public Track Weekend.

Shakespeare County Raceway. www.shakespearecountyraceway.com

- **11 Judgement Day.** York Raceway. www.yorkraceway.org.uk
- **24 Saturday Night Special.** Santa Pod. www.rwyb.com
- **24-25** Halloween Bonfire Burn Up / Gamblers Race. Shakespeare County Raceway. www.shakespearecountyraceway.com
- 25 RWYB. Santa Pod. www.rwyb.com
- **31 Flame & Thunder Show.** Santa Pod. www.santapod.com
- **31. Whitby Kustom Show.** West Cliff School, Whitby YO21 3EG whitbykustompaul@gmail.com 07770 585422 / www.facebook.com/whitbykustompaul

NOVEMBER

- **1 RWYB.** Santa Pod. www.rwyb.com
- **4 Hot Rod Night.** Ace Café, London. www.ace-cafe-london.com
- **7 Firework Frenzy.** Santa Pod. www.santapod.com
- **13-15 Classic Motor Show.** NEC, www.necclassicmotorshow.com
- **13-16 Rhythm Riot.**Pontins Holiday Centre, Camber, Sussex. www.rhythmriot.com
- **21 BDRHoF Gala Awards Dinner.** Savill Court Hotel, Windsor Great Park. www.britishdragracinghof.co.uk





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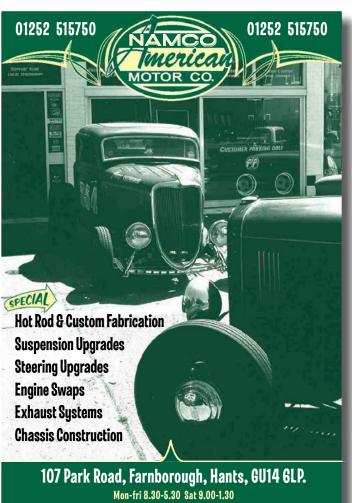






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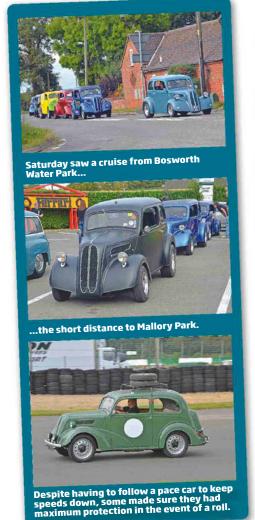




Out & About

Popstalgia

Words and pics: Callum 'Pudgey' Pudge





Popstalgia took place for the third time at Bosworth Water Park near Nuneaton, Warwickshire (CV13 6PD) and, once again, the weather was great throughout the weekend. While lots of people arrived later on the Saturday, ready to camp over for the night, those that arrived earlier took part in the cruise from Bosworth to Mallory Park, where everyone was given the opportunity to make a few laps of the circuit, before parking up on track for a photoshoot. Once back at the campsite, the participants settled into a relaxed evening, catching up with friends.

Sunday saw the show field start filling up early, and a steady flow of cars arrived throughout the day. All Pops and Anglias

are welcome, and there was a wide variety of styles of cars at the show, from original to Pro Street, with everything in between. Adding to the spectacle, Simon Barlow rattled everybody's ear wax when he turned up in the *Orange Pop* drag van, closely followed by Michelle in the *Orange Pop* car. Judging took place in the afternoon and prize giving followed shortly after, allowing those who travelled a long way an early start home.

The organisers would like to thank everyone involved in making the show happen. There's plenty of room on the show field for even more Pops at this growing event, so be sure to mark the date of 26-27 September in your diaries for this year's Popstalgia.







Mark Elsigood presents the NSRA Pick award to Ant Ward...



...just before Mark himself collected the Best Prefect award from Keith 'Roasty' Elliott.



That's typical of Phil Oldfield, grabbing 40 winks whenever he can.

Out & About Breakfast At The Brewery





lan Bates' Mk2 Zodiac was one of the many modified examples of British tin that was on display outside the brewery.

Breakfast meets seem to be more and more popular these days, and one of the latest on the calendar is the one we mentioned in the April issue, organised by Reapers UK, in conjunction with the venue management. Entitled Breakfast At The Brewery, the event is exactly that - a Sunday morning gathering at Lymestone Brewery in Stone, Staffordshire. The first of this monthly brekkie meets was on 22 March and, thanks to the advance publicity, the turnout was better than the organisers could ever have imagined. Drivers and riders of rods, classics, bikes and scooters descended on the brewery to partake in a



Arron Haywood opted to cruise over in his Plymouth coupe, the most recent addition to

better than the organisers could ever have imagined



drink and butty for the very reasonable fiver a person entry price. Such was the demand for butties in fact, the kitchen staff had to send out for more bacon by 10am!

Understandably, Reapers UK are over the moon with the success of this inaugural monthly event. Breakfast At The Brewery takes place on the third Sunday of the month, with the next one scheduled for 17 May. If you need to know more, 07928 214543 is the number to call, or you could always check it out on Facebook.



It wasn't just rods and customs that were welcome, the meet also attracted an array of tasty classic motors.



We're guessing that's Col Law fiddling with his Model A. Either that or it's an opportunist in the process of pinching something off it.



A British breakfast meet wouldn't be the same without a turnout of Pops, and this one was no different. This one belongs to Mark Fellows...



...whilst this chopped one is owned by Alan Shakespeare, who seemingly wanted to abandon it in the middle of the road.



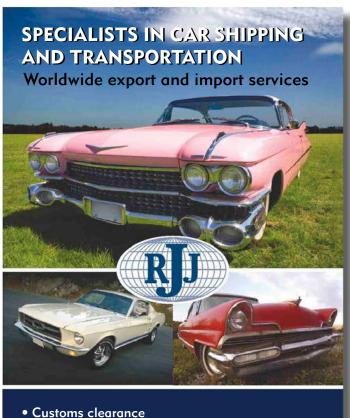


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SoCal Diaries

Ex-CC editor Kev Elliott
now resides in southern
California where he works
for Street Rodder magazine.
In his spare time he
keps a diary of what he
gets up to at the weekends.
This month Kev travels to
Arizona to check out some
desert junk.

550F07

Desert Valley Auto Parts

it's car junkie

heaven

ot so much So Cal Diaries this month as Arizona. There's a junkyard in Phoenix - Desert Valley Auto Parts - that specialises in cars from the '40s to the '80s. You may have seen their yard on the TV show Desert Car Kings.

While the Phoenix yard is impressive, it mainly sells complete cars. However, they have another yard, 40 acres

of yard to be precise, some 60 miles south in Casa Grande, that mainly sells parts, and not the cars they're attached to. And it's car junkie heaven. It's also unbearably hot, 96 degrees in early April, so don't go in the summer!

They're more than happy to let you wander the site, but you can't remove

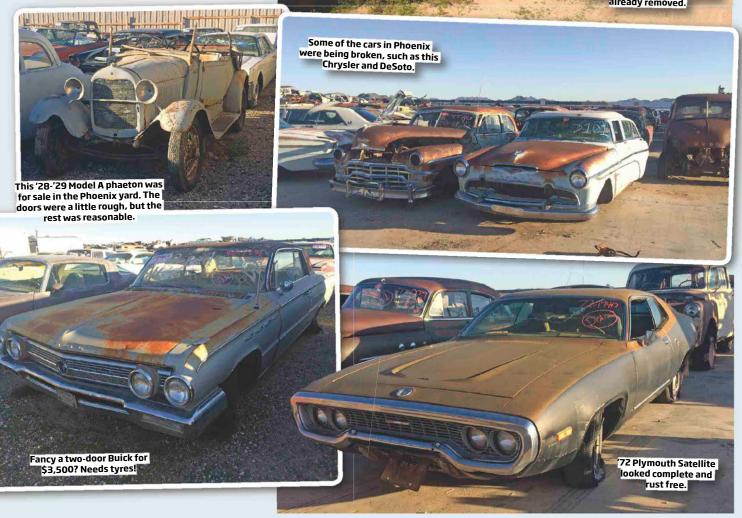
parts yourself, probably a wise move as reckless removal could damage other parts. Their guys will remove anything you want though, once you've agreed a price. They're not particularly cheap, but they have what you need and it's a seller's market! I've been

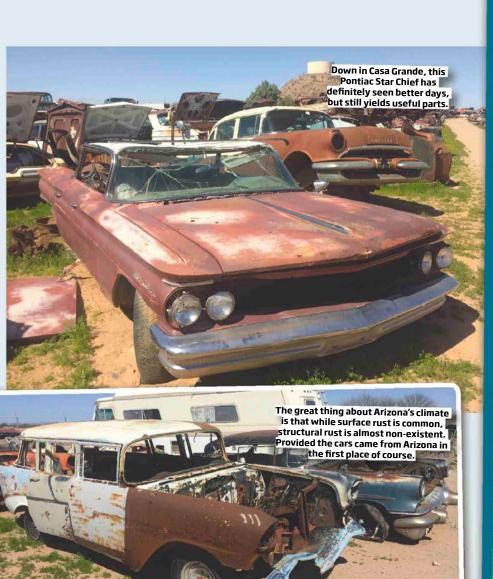
twice now, and sourced sheetmetal for my '55 Chevy wagon each time. On my second visit I walked the entire yard and found, tucked

away in the very corner, two 100Es and three Mk1 Consuls. But its American tin you probably want to see, so that's what I'll concentrate on.

Oh, and if you see something you need, they ship worldwide. Check 'em out at www.dvap.com.











'40 Olds or Plymouth? Dunno, but there's a pair.



This GMC cabover flatbed is a bumper store.



More parts cars. Need Buick parts or trim?



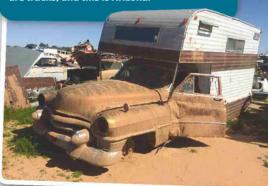
No price on this Galaxie wagon, but the \$ sign means it's for sale.



Yep, they have Mercs, whole cars as well as parts. Here's a couple of '51 grilles.



There's plenty for you truck guys too, though they're all a little beaten up. Then again, they are trucks, and this is Arizona.



This Cadillac house car needs to be saved.



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Hopped-Up in Detroit

Words and pics: Chuck Vranas

s much as the world of hot rodding has evolved over the past 60-odd years, so much of it remains the same. While traditional hot rods and customs still serve as our baseline, a small number of visionaries continue to push the style envelope in the hope of finding a new vibe to which crowds will flock and history just might follow.

And if there's one show that continues to stay at the cutting edge of our hobby, it's the Detroit Autorama, which is now in its 63rd year. A signature attraction of the event is the Don Ridler Memorial Award, known simply as the Ridler, now celebrating its 52nd year. This year, another strong group of cars entered as contenders, and for the first time ever were shown publicly before the judges pared them down by the opening of the show on Friday to the Great 8. These then become the ones that are analysed in meticulous detail over the show weekend with regard to their engineering, workmanship and creativity, until a working anywhere

This year's event kicked off with the *Pure Hell* Altered doing flame burnouts outside, whilst inside there were close to 1,000 vehicles

on display. As always, there were a number of special displays, which this year included the Cavalcade of customs, Significant Corvettes of the past, The Autorama Preservation Award winner, 60th anniversary of the *Spark Plugs* car club and the Pedal car challenge. On top of this, there was the huge Toy-a Rama, the Motor City Mavens Auto Art Panel Jam and a charity auction, which for 2015 was raising funds for Leader Dogs for the Blind.

If this wasn't already a full dance card, there was another whole world waiting for you just a short escalator ride into the basement away. Here you could feel the atmosphere change as you were transported to another realm of hot rodding. Autorama Extreme 1953, as it has become known,

absorbs the culture of hot rodding's historical roots. It's a simpler place, with soft lighting, patinated concrete floors and minimal barriers. Strolling the aisles, you came face to face with classic soup jobs, mixing it up with tasty customs, choppers, bobbers and kulture at every corner.

Nothing anywhere else comes close to the Detroit Autorama, so mark your calendars for next year now. You can check it all out at www.autorama.com



Ridler Award Great 8





It was the subtle and sophisticated '65 Chevy Impala, *The Imposter*, that took home the big honours this year. Foose-built, and owned by Don and Elma Voth, it featured an endless stream of body modifications, which were neatly explained on the stock model displayed alongside. Under the body it's a complete 2009 Corvette, all the way through to the interior and the electronics, but with exterior styling cues from a '65 'Vette. And it's very much built to drive, too.



One of the wildest of the Great 8 was *Stampede*, a '69 Ford Mustang owned by Tim Palazzolo of GAP Racing. Coated in vivid blue candy it was updated with carbon wings, widened quarter panels and a hand-built bonnet, amongst other body mods. A 572ci Ford Boss V8 topped with stack injection moves the goods.



It's rare to see a '57 Plymouth Belvedere convertible in stock configuration, let alone one as elegant as Gil Losi's. Known as *Rare Air*, it's infused with modern guts, powered by a 6.1-litre Hemi, coated in a decadent maroon gloss and rolls on Curtis / Foose wheels shod with Pirelli low-profile rubber. The office gets its looks from Gabe Lopez.



Dean Osland's '59 Rambler American, dubbed *The Lady*, was treated to a special level of glamour that included 33 subtle enhancements to the body and a bath in PPG wine-berry and platinum paint. An Art Morrison chassis adds a level of handling no Rambler ever came with, while power comes from a 35Oci LS V8 wearing Arias Hemi-style heads and topped by a Magnusson huffer.



Alan Reed's Infused '69 Camaro was a perfect exercise in performance and design. Powered by a GM LS3 topped with a Magnusson supercharger, handling is by Heidt's and body mods include a custom fabbed fascia and 2010 Camaro head and tail lights. It all rolls on Billet Specialties wheels with Nitto rubber.



Deuce Fiyer started with a Brookville
Roadster '32 body and The Roadster Shop
created a dream ride for Al Nagele. One of
their custom signature chassis, designed with
handling in mind, packs a dual quad-fed GM
LS6 V8 linked to a Tremec T5. Exquisite paint
by Charlie Hutton is accented by an interior by
Upholstery Unlimited.





Well known artist, Jeff
Norwell's, freshly completed
Deuce left visitors in awe
with its decadent coating of
Planet Color root beer, deftyl
matched to a blown Hemi and
endless period correct details. endless period correct details.



There's nothing more bitchin' than an original 1966 Cheetah Funny Car, complete with its original tube chassis, heavy breathing and injected big block and Halibrand wheels.



Rocky Boler's '49 Ford coupe rides on an Art Morrison chassis and gets its go from a Jon Kaase-built 547ci Ford V8 with stack injection linked to a T56 6-speed trans'. Subtle Sikkens pale green brings it to life.



Few things are more alluring than a '49 Caddy wearing a lustrous coating of candy gold. A detailed '59 Cadillac 390ci mill topped with a rare Horne 4-pot intake powers Lori Ryan's cool ride.





Galpin Auto Sports builder, Dave Shuten, recreated the classic *Grasshopper T* scale model in full size and in amazing detail, including a fully chromed 303ci Olds mill with Tom Beatty supercharger, original steel body and mile deep metallic green gloss by Vintage Color Studio.





Nothing says badass more than a Model A Gasser. Warren Grimm nailed the look with a mile-high stance, lime green spray job and GM 6-53-huffed Rover V8.



For pienty of contemporary allure, Gil LeBlanc's fresh '33 Ford roadster features spot on body lines, deep blue Aston Martin gloss and an Inglese-injected 347ci Ford V8.



gets its look from a six-inch chop, flush-fitting doors and lowered cowl panel sides, with go from a six deuce-fed 330ci DeSoto Hemi.





If you don't break into a cold sweat standing next to the original *Pure Hell* Altered there's no hope for you. Now imagine what it feels like hurtling down the quarter mile at the wheel of this famous beast.

A STATE OF THE PARTY OF THE PAR



Originally built by Barris in 1951, the Larry Ernst '51 Chevy was brought back to life by Brothers Custom Automotive for current owners, Burns and Shirley Berryman.



Running Mercury Flathead power, the Hill / Davis City of Burbank streamliner held multiple SCTA records from 1952-1955, with a top speed of 238.56mph.

After sitting outside for decades in Ohio, this rare 33 Ford cabriolet was rescued and brought back to life, including its original, hopped-up Flathead V8.



David Weinberg's '41 Studebaker tail dragger stopped us dead in our tracks with its overall presentation, custom metalwork and pangrazing stance. Simply killer.



Clark Bates nailed the Modified look with his cut down '26 Ford rolling on an Essex frame with a 'banger topped with an ultra-rare Graham supercharger.



Just plain wicked, Ben Smithson's '32 Chevy coupe is hammered, channelled, set on a heavily z'd frame and packed with a 327ci topped with dual quads.



What could be tougher than an original, sixdeuce Hemi-powered, hammered to the ground, Competition Coupe? This survivor '32 3-window started life as a show car in the early '50s and morphed into a drag car later in the decade.



Recently completed by Gas Axe Garage, Gene Melbocker's Deuce pick-up drag truck is packed with original performance goods, including a Halibrand quickchange, American mag 12-spokes and a Hilborn-injected 365ci Caddy V8.



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	CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
	PROFESSION	ONAL RANGE			
(3CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
(③CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
	CTC109	9 Dr chest	662x305x421	£74.99	£89.99
(50TC105	5 Dr cabinet	685x465x790	£169.98	£203.98
	CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

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3 CLB200	2 Dr step up	672x310x195	£49.98	£59.9
① CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.9
う CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.9

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ı	CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
ı	CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
ı	CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
K	CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
K	CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
ı	CBB231B	56"	9 Dr chest	1460x615x490	£419.00	£502.80
ı	CBB230B‡	56"	13 Dr cabinet	1503x622x1011	£649.00	£778.80
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MODEL		TYPE M	IN-MAX m	m VAT	VAT
CTJ300	100L	Quick Lift	195-520	£44.99	£53.99
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CTJ300	10G	Pro Garage	120-520	£84.99	£101.99
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١		MAX	MIN/MAX\		
	MODEL	TONS	HEIGHT	EX VAT	INC VAT
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with optional ac	cessories
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DEL	AMPS	DIA.	E)	(C.VAT	INC.	ļ
101‡	10/80	1.6 - 2.5mm	£	139.98	£167	.0
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10/130 1.6-3.211111 £109.90 £203.80 10/160 1.6-4.0 mm £199.00 £238.82

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to proof load

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Fully tested

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£ 28	2x3	270	£969.00	£1162.80
36	2x4	270	£1099.00	£1318.80
40	10	270	£1499.00	£1798.80
	200* 14 DL) 18 23 # 30 # 28 36	200* 14 3 DL) 18 4 23 5.5 # 30 7.5 # 28 2x3 36 2x4	200* 14 3 200 DL) 18 4 200 23 5.5 200 # 30 7.5 270 # 28 2x3 270 36 2x4 270	200 [‡] 14 3 200 £519.00)L) 18 4 200 £569.00 23 5.5 200 £699.00 ‡ 30 7.5 270 £979.00 ‡ 28 2x3 270 £969.00

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DC410E	25/400	C120 00	C1EE O

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4 00

Return to

aspect of the show

Words and pics: Mike Pye

o, after the debacle (depending on who you speak to) that was last year's event, it was back to Rushmoor Arena in Aldershot for the 41st Wheels Day. Driving in was like pulling on an old pair of slippers and the only sign of change initially was a rather officious hi-vis wearer on the gate who, initially, refused to let me in as I couldn't produce a press pass (my fault, not his). That sorted, I surveyed the site. It certainly looked the same, with traders lining the

500 cars on the show field, or were annoyed that your Paypal payment didn't go through, or any other minor gripes, please don't take it out on the hardworking guys and girls from SSR. In fact, spare a thought

for all the volunteers who stood stoically in the rain ensuring the day went smoothly, and the panel of club members who had the unenviable task of going through the 4,000 pre-entries they received. "We deliberately gave that job to

Vheels

we wanted to maintain the 'wheels'

perimeter and various clubs assembling at the front of the show field. The only thing missing was the constant line of cars funnelling down onto the show field. And the sun. But it was still early. Sadly, neither the sun, nor the aforementioned constant line of cars ever really materialised. From CC's point of view though, we found a number of new feature cars, chatted to lots of people and thoroughly enjoyed the day.

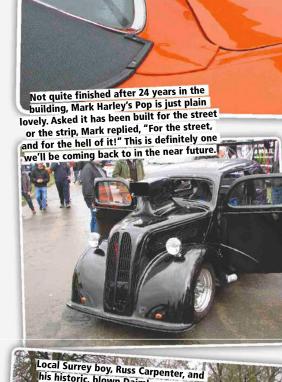
Talking with Grahame Smith of the Surrey Street Rodders, it became apparent that what has been a well run, successful, amateur car show for 40 years has been forced to become a professionally run car show with so many restrictions placed on it that it's a wonder they had the strength to do it at all. So, if you're one of those who felt affronted by the pre-entry only show car thing or the enforced limit of

a group of new members, all from different car backgrounds, not just old guard hot rodders, as we wanted to maintain the 'wheels' aspect of the show," explained Grahame.

And, to be fair to everyone involved, it worked. Inclement weather hampered things a little, but the show went ahead, there was the usual mix of mostly interesting modified machinery – albeit rather less of them this year - and the paying visitors would not have been aware of any changes, save perhaps for the lack of a licensed bar.

"We agreed to most of the demands and restrictions placed upon us to keep Wheels Day going," continued Grahame. "Hopefully, with a little bit of tweaking, we will be able to get it back to where it was." To achieve that though, the event will require your continued support.

> ← So prolific are they, we can't keep track of all the trick custom trucks coming out of the Farm Fresh Speed Shop in Essex, but we definitely like their style.



his historic, blown Daimler-powered

Glacier Grenade was this year's

welcome drag racing interest.





Yep, that is a nitrous bottle where the engine should be in this '91 P100 pick-up. Where the bags of sand would normally be is now a rear-facing 3.9 Rover, hooked to a 727 Torqueflite and a Range Rover FWD transfer box, directing drive back to the rear axle. This was originally being built as a wheelie truck, but local boy, Simon Lipscombe, has finished it in this configuration.



The BHRA (British Hot Rod Association) put on a good show, Chairman, Nigel Gibbs', recently purchased Model A sedan heading up their eclectic line up.

Carl Parker trucked over from Surrey to Hampshire in his full custom Type 181. Twodoored, suicide doored, chopped, scalloped and Ansen-equipped, there's a lot more to this VW than meets the casual eye.



Likewise this one, which isn't a Type 181, Trekker or Kübelwagen, rather a completely handmade body in the style of a Kübel on a Beetle floorpan.





There's more to Wheels Day than just the cars, with a great model car exhibition in one of the tents, along with activities for the kids, a live band and, of course, the inimitable Pricey on the mic.



Definitely one to split the Escort purists, there's no denying the amount of work in Darren Whitfield's spaceframe, custombodied Mk1. See whitspeed.co.uk if you want to know more.

And while we're on the subject of VW oddities, there's a bit of a trend at the minute for dropping non-VW bodies over Beetle 'pans, and Rob Butler's 100E Pop has a lot of people scratching their heads.



Big car, small mods, huge impact. Essentially just dropped, rimmed and painted, this mild custom '66 Lincoln Continental must draw a crowd wherever it goes.





Someone has taken a sublime slice out of the ex-t-shirt Tony 'Califarnborough' '34 pick-up. Workmanship was beautiful, as was the weathered paint blend afterwards.



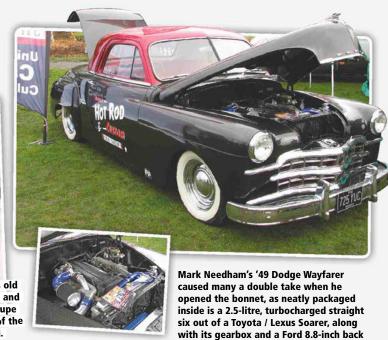


We've seen Ray Austin's new car, but we hadn't seen his old one for a while, so it was great to see it at Wheels Day. Judging by the new shoes, it's now in street trim, too. Cool.





The *Head Gas Gits* car club are packing some serious power between them, particularly in the form of the twin turbo SBF in what we believe to be an Australian '66 Falcon XP in this line up.



axle. Mark reckons it goes well enough.





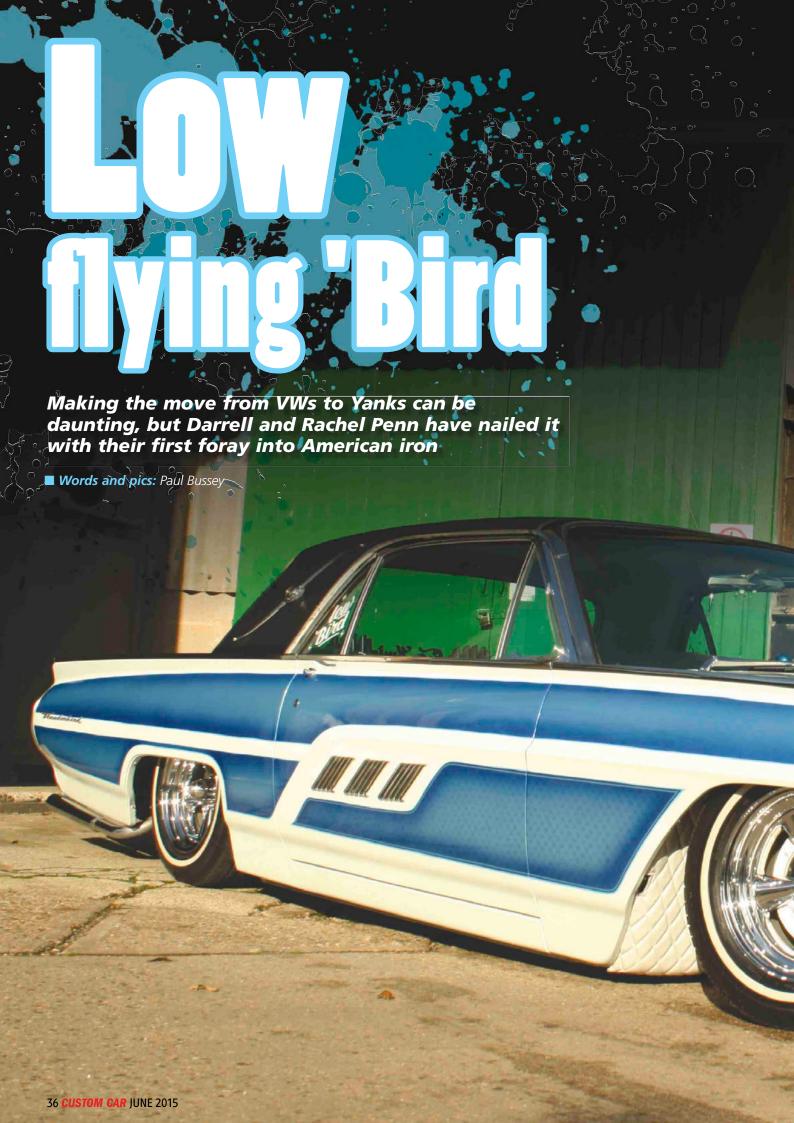












aving been thoroughly imbued in the Volkswagen scene for a good many years, but with friends of theirs running American cars, Darrell and Rachel Penn decided to sell their VW Caravelle and purchase their first Yank. Darrell admits to being quite disenchanted with what was available here in the UK, much of which he felt was overpriced for what it was. So, with the adage 'Go west, young man' very much in his mind, Darrell started surfing the 'net to see what he could find. His only criterion was that it had to be a 1960's car and, as such, he checked out a large range of different makes and models, built from January 1960 through to December 1969. "It was the huge tail lights of the

Ford Thunderbird that first grabbed my attention," recalls Darrell. "Having checked out various different model T-Birds, I continued scrolling down the pages, but kept coming back to the early '60's versions. A short time later, Darrell and Rachel went on holiday to the Canary Islands and, while lounging around the swimming pool casually perusing their iPad, they spotted an ad on the H.A.M.B. forum for a '63 Thunderbird, located in North Carolina.

"I messaged the vendor and asked him if he would be prepared to work with me to get the car shipped to the UK. His response was favourable," enthused Darrell. "So, once Rachel and I had returned from holiday, we got the ball rolling. First of all, he sent me loads of photos of the car to

satisfy myself, as far as I could at least, that I was buying a good car."

"We even Google Earthed the vendor's house to confirm he was legitimate, and saw the car parked on his driveway," grins

His only criterion was that it had to be a 1960's car

Rachel. "Well, nowadays you have to be so careful, don't you? We then went through the agonising process of paying money into the vendor's bank account, which you hope they receive. He went away for a few days and we had to wait until he came back to





confirm the transfer had gone through, so we were quietly panicking for about a week." Fortunately, all went well, and the car was picked up by the shipping company, transported to Florida, and then loaded on a ship to the UK. STS Imports at Great Leighs, Essex, handled all the necessary paperwork and shipping arrangements.

"We then had another agonising wait for the car to arrive," remembers Rachel. "We paid for it in October and it eventually arrived the following January. "We think it was a combination of very bad weather at the time and the shippers waiting to fill up the container for a cost-effective payload." Whatever it was, the wait was worth it, and the car proved to be exactly as described. Darrell and Rachel breathed a collective sigh of relief, telling us they were really very pleased with what they had bought. The Thunderbird was stock in every respect, powered by a 390ci engine, with a threeare held in place at shows by pop studs.

speed Cruise-O-Matic transmission and a turquoise interior. Most importantly, even with transportation and shipping from North Carolina, it worked out cheaper than a similar car they had found in the UK. Result.

However, Darrell and Rachel's plans never revolved around a stock car, or membership of any classic American car clubs so, while they drove the car around stock for the first year to check everything was okay, their vision for the car was more lowrider, with the emphasis on the paintwork and ride height. Having a bit of a penchant for the work of legendary custom painter and pinstriper, Larry Watson, the bodywork was definitely going to be inspired by his creations, while the running gear was to be modified with air suspension. "I like to



Air wares

The work of transforming the Thunderbird was a joint effort between Darrell and his friend, Kerry Coe, who runs Coe's Kustoms, near Braintree, Essex. The first job on the list was the air ride and, to make matters simpler, Air Ride Technologies / Ridetech make a kit to fit the 1963 T-Bird. "At the front there's a leg with the damper built into it, and the airbag sits on top," explains Darrell. "It didn't sit quite low enough for my liking though, so we modified the set up by cutting through the arms and dropping the bag mount under the arm. That gained us around another three inches of drop, so the car now sits on the floor." At the rear, there's an Air Ride Technologies 'AlRoverLeaf' set up, which comprises a bracket that sits between the leaf spring and the axle, which





the air bag bolts to just behind the axle, and a second weld-on bracket that attaches to the chassis above. The desired drop in ride height was achieved by removing three of the five leaf springs either side, so the car now sits on the chassis rails at full drop. "For the air ride controls, I used a company called Little Larry's in Maryland who supplied a manual valve body. I then mounted all the controls on the dashboard where the radio used to be," continues Darrell. "I prefer this system as it eliminates having too many electrics in the set up as, if there's ever a problem, it's likely to be an electrical connection somewhere." The eight-gallon air tank is mounted in the boot, while the pump is a single Viair 380c.

Scales and nets

With the suspension sorted, attention was turned to transforming the paintwork, Watson-esque style. Aside from a slight, ahem, dink on one side, the panel work was all found to be in good order, so was merely flatted back and the sides repainted in Ford Diamond White, tinted by Kerry to match the repaint the car had been given in America some years previous.

It's one of those whites that, when seen in the snow, takes on a very pale blue tinge, which was part of the reason for choosing blue as the primary colour for the panel and detail work. That and the fact the car had a blue interior, of course. Having spoken with Kerry himself about the paint on this car, he told us the idea was to try and do something that not only looks good when the sun hits it, but would also look good all year round

in our climate. "Let's face it, we don't get a lot of California sunshine here in the UK, do we?" he laughs. "About 10 minutes in the summer and then it's cloudy again."

So, the three of them having discussed the overall concept, Kerry suggested a Vauxhall Icelandic Blue pearl base coat for the panels, while Darrell went away to source a darker candy blue for the details online. After some careful masking, the lighter blue went on first, before each panel was fogged around

their 'Bird – tried and tested Astro Supremes, wrapped in thin band whitewalls all round. A few other little custom touches have found their way in along the way, all carefully chosen to complement the build style of the car. "We've tried to keep everything as period correct as possible, just as if the car had been built in the '60s," says Darrell. "With the exception of the air bags, of course."

The great thing about a car like this is that, while we're not pretending it didn't cost a

I like to think of our car as a combination of both custom and lowrider

its edges with the darker blue. Next, the overlapping 'fish scale' effects were created in some of the lower panels, also in the darker blue, using a cardboard template. This alone took around six hours, with Darrell holding the template while Kerry wielded the spray gun. After that, the lace effects were done on the bonnet and boot using net curtains as stencils, before each of the panels was striped in a contrasting turquoise colour. Finally, once everything was dry, clear lacquer was applied for both protection and to bring out the shine in the pearl and candy. "The artwork took quite a while to complete. It kind of evolved as we went along and, if it didn't flow or look right, we'd start all over again." remembers Darrell. "I lost count of how many coats of lacquer went on afterwards."

No lowrider or custom is quite complete without the addition of a set of wheels, or at least a set of hubcaps, and for Darrell and Rachel there was only one choice of wheel for

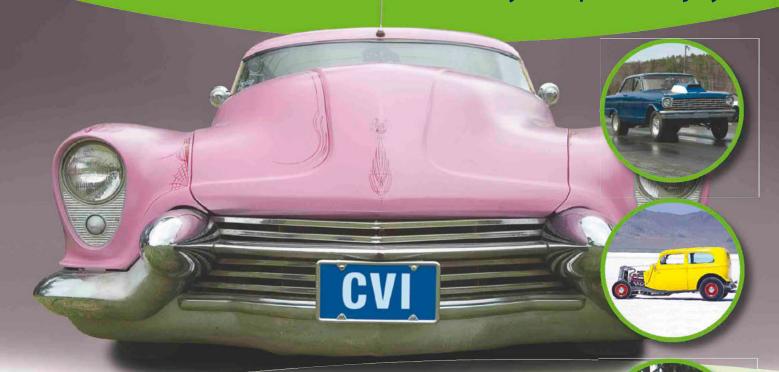
few quid to put together, the additions that give it its real visual impact were relatively inexpensive to achieve. Buying a decent car in the first place meant there was no extensive bodywork restoration to do, the running gear is all stock, and so attention could be focussed on the paint and suspension modifications. The result, whether you see it as a lowrider or a custom, or both, is an eye-catching, necksnapping, head-turner of a ride.

→ THANKS

Kerry at Coe's Kustoms for the paintwork (tel. 07963 233630), Keith Lugg for help with fitting the airbags, all of the family at Coe's Kustoms and model, Hayley Robertson. Thanks also to Sharon at Blake House Craft Centre (www.blakehousecraftcentre. co.uk) near Braintree, Essex, for the photographic location

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Minimal budget, maximum impact and definitely fun. That's the name of the game with this one-of-a-kind Volvo Gasser

■ Words: Mike Pye Pics: thru-a-lupe.co.uk

ow often have you read posts on forums asking about, or questioning, the definition of a hot rod? More often than not, they quickly descend into an argument and the person that asked the question is none the wiser. But what of Gassers? Is there a definition? Are there any rules? A quick scan of Larry Davis' excellent Gasser Wars, reveals the answer: "Any type of closed car, no matter how many doors it had, could qualify for Gas class... You name it, someone raced it." So we were a little surprised, disappointed even, to learn that this car was pretty much given the

not a great fan of Gassers, and I'm definitely not a fan of Volvos!" However, Lee could see the potential in the old Swede. "I was originally looking for a typical Yankee project, but everything was too much money. Then I saw an old 'Vette Gasser on the 'net. I was never going to get one of those, but I could see a similar car in the Volvo." By the time the duo were on their way back from picking the car up, Lee's enthusiasm had won Steve over. It helped he remembered *The Saint* Funny Car from '74 / '5 too of course.

"I planned to do it over three years, figuring that's how long it would take me to afford it," continues Lee, "but when

We're into this to do big smoky burnouts [and] lift the wheels off the line

cold shoulder by the Gasser Circus when it turned up at Dragstalgia last year.

Never mind, its builders, Steve Wright and Lee Johnstone, aren't bothered. They built this car for a laugh, and to have a laugh, and that's exactly what they're doing. "We've both been involved in the politics of drag racing before, and neither of us wanted to get into that again. We're into this to do big smoky burnouts, lift the wheels off the line and, if we break something, spend the rest of the weekend having a few beers, a barbeque and watching the rest of the racing."

Got the urge

The whole thing started with a 'phone call from Lee to his old friend of some 40 years standing: "I've really got the urge to build a Gasser..." That received a lukewarm reaction. "And I've found the perfect car..." When he elaborated and said it was a Volvo, Steve's reaction went from lukewarm to stone cold. "It just wasn't me," remembers Steve. "I'm

Steve offered a partnership, it just made sense. Being 65 now, you've got to get on with things a bit, haven't you?" he says with a grin. "I had an old Chevy day van with a big block in it," adds Steve, "so I said we could chop the motor out of that and go from there."

So now the pair had a car, an engine (which came attached to a Turbo 400 transmission) and a place to do the work – that being Steve's expansive Apple County Muscle Car workshop in Wellington, Somerset. Steve: "We basically just cut a great big hole in the bulkhead to fit the big block and then started on a chassis. It was a massive learning curve for me 'cause I've only really modified stuff in the past, whereas this was to be a ground-up build. Lee is such a great fabricator and welder though that I knew we could get it done."

In truth, the one thing that kept this project on track was Steve and Lee have decades of drag racing experience between them. Steve has raced in Street, Super Gas







and for a while was half-owner of the Gold RV injected nitro dragster. Lee, on the other hand, built a Jag-motored Topolino on an E93A Pop chassis in 1971, then worked his way up through a number of Competition Altereds, including *Warlord* and *Apple County Cannon*, in which he ran a best of 8.805 / 153. Lee: "Down to about 8.50s is affordable, but that's about as far as you can go on an average man's living wage. After that, costs start to spiral." And, after his experience with a nitro dragster, Steve very much concurs.

So what of the car itself? As you've probably gathered by now, this was a budget build, so it's no surprise to see some evidence of that. The extra brackets

on the second hand 9-inch are a legacy of someone else's stalled Pro Street project, the front end is almost entirely Sherpa diesel van, liberated from a local scrapyard, the steering is original Volvo. The ladder bars are homemade, as is the tube axle, the

we could ourselves. Rather than just buy new stuff, Lee would make bits, or find something else he could adapt, he's brilliant like that. I'm sure it's the way a lot of the original Gassers would have been built."

Though they had a plan in mind from

The idea was to make as much of it as we could ourselves

rollcage and the chassis, but it's all been well thought out and executed, ensuring it's safe and fit for purpose. "The idea was to build the whole car with what we had lying around and make as much of it as

the start, it all just kind of developed as they went along. The car's stance, for example, is more by pleasing accident than design. Utilising the Sherpa single front leaf springs and everything from the king pins



outwards denoted where the homemade straight axle sat, and therefore how high the car sat. The back axle uses the Volvo's rear coil springs on stock-style spring platforms welded to the top of the 9-inch. With a little bit of telephone assistance on set up from Geoff Hauser, this denoted the rear ride height and wheel placement.

"Everyone has bits left over from projects, don't they?" says Steve, "I had a fuel pump and a fuel tank, the rear wheels we had kicking around, the wheels and tyres were off someone else's old project, that sort of thing."

→ Believe it or not, that front end is almost entirely Sherpa van – springs, king pins, stub axles and disc brakes, just linked by a homemade straight tube axle. Even the geometry has been copied from the Sherpa and, whilst they were hardly known for their racing prowess, it seems to work as the car tracks straight and, by all accounts, inspires confidence behind the wheel at over 100mph. Front shocks are believed to be from a VW Polo.





Though a local P1800 restorer has expressed some consternation at what the boys have done with this supposedly 'valuable' classic, the body of the original car was rotten, requiring numerous repair panels be made from scratch. As it's a budget race car, it's got a £300 paint job on it. Lee did all the prep work outside at Steve's place and Lee's old drag racing and business partner at JW Automotive, Richie Walters, laid on the colour. "We asked for green, he painted it green," laughs Steve.

Although it's basic, the combination of the new chassis and a substantial homemade rollcage ensure the driver's seat is a safe place to be. As Steve put it, "I know in the old days they didn't care, but we want to be able to walk away if we have an accident. I'd never built a chassis before and I know now that it's not just a case of welding bits together – there are welds over welds, gussets, strengthening plates, all sorts of things. I've learnt so much doing this car, it's really been a great experience."

Naturally, there were times when the Steve and Lee had differences of opinion though they're both pretty laid back, so easily found the middle ground. In fact, about the only thing they didn't agree on was the exhaust, which initially was going to be Spitfire pipes out the sides in keeping with the original Wellington

round and round all day long and only really need the oil changing. My feeling is we might break into the 10.50s with this engine, and the 130 / 135s, but we'll be taking it a bit easier on the tune up to begin with this time. The important thing is everything about this car needs to be rebuildable, on a sensible budget."

As we all know, everyone's idea of a sensible budget is different, but if we were to tell you Steve and Lee reckon they're into this car for just 12 grand, including all the new engine parts, you can make up your own minds just how sensible that is. For our money, this is a great way to

If you keep it sensible at 5-600[bhp], it should go round and round all day long

Bomber name idea. "I went on holiday for a week, and when I came back they'd cut the holes in the wings and made the pipes. I just thought hey ho that's another job done," recalls Lee with no hint of annoyance whatsoever.

Huffing and puffing

When the car first came out, the 454ci motor was exactly as it came out of the old day van, just with a GMC V6-71 blower sitting on an adapter plate above a Weiand manifold and the old pair of 650cfm blower carbs off Beavis' hard charging '59 Impala. Okay, so it only did about 12 runs before it started puffing, but that 12 runs got them into the low 12s at around 115mph, which was enough to convince the boys their chassis work was up to scratch. "To be fair, that engine lasted longer than I expected it to," laughs Steve.

Intent on keeping things simple, the new engine has been built to be as close to maintenance free as possible. Lee: "We could have built a 900 or 1,000 horsepower engine, but if you keep it sensible at 5-600, it should go

go racing. It's different, it's been a great learning experience for both of them building the thing, and they're having even more fun racing it. "Doing something different, you're always going to upset somebody, but if we make more people smile than we upset then we're doing something right, right?" concludes Steve with a grin.

→ THANKS

Our two lovely wives, Kim [that's Steve's], and Susan [that's Lee's] for always being by our sides and supporting us, Stephen Spiller for the electrics and help with loads of other stuff, Bobby Glassup, Richie Walters for the paint, Dave Hallaran at PAW Engineering for doing all the machining jobs we couldn't do, Handlin Motor Engineers, South West Tinting and Billy MacDermid at Topspeed Automotive.









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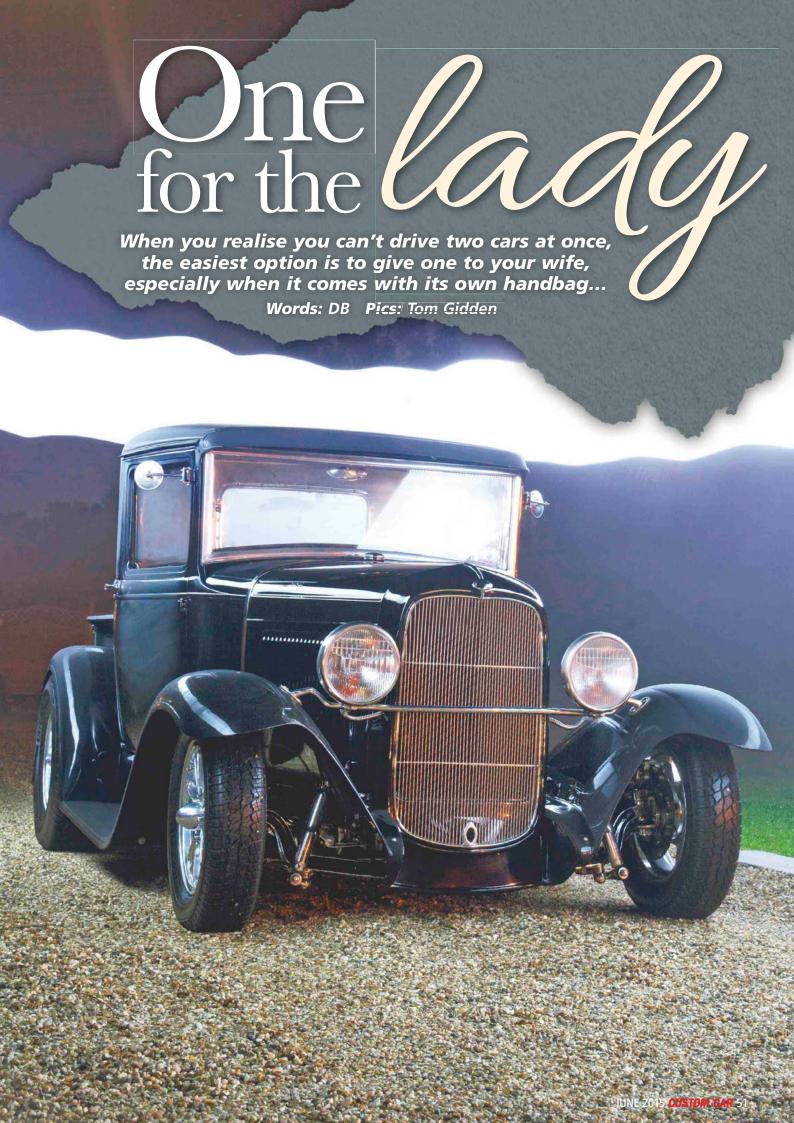


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n the feature on Steve Johnson's
'41 Ford pick-up in the January
issue we mentioned that, along
with that truck's new chassis,
Steve also shipped back a '31 pick-up he
had bought for his wife, Julie. Strictly
speaking, that isn't quite correct as, having
sourced the Model A pick-up in Indiana,
Steve had it shipped to North Carolina and
subsequently to the UK, but there was no
mention of Julie in his plans at that time –
more of that omission later.

On the surface, the '31 appeared stock-as-a-rock but, when he started to strip it down, Steve found a host of, well, let's say, unwanted body modifications. "All I can say is there are some very good sculptors in America," he told us. "The lavishly, yet carefully applied Bondo was an inch thick in places, which took some shifting, but eventually I uncovered swage lines in the body I never knew were there. It was certainly a challenge."

Taxi cab

If anything that is an understatement as, when we spoke to Dave Haskell, the man entrusted to subsequently handle the transformation of the pick-up, his description was a touch more colourful. "The cab wasn't a body, it was fucked," he told us. This was, however, a bullet that had to be bitten. Steve sold on many of the truck's original



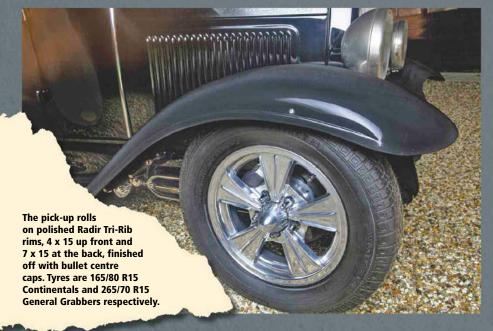
telling us the door shuts are actually from a Fordor sedan!), replacing the inner cab wood bracing with metal, fitting repro wings all round and fabricating the smooth running boards. Dave finished off that metalwork magic in his usual style, telling us in his dismissive way, "There's loads of lead and all that nonsense in there."

Steve readily acknowledges all the work Dave has done in resurrecting the bodywork,

loads of lead and all that nonsense

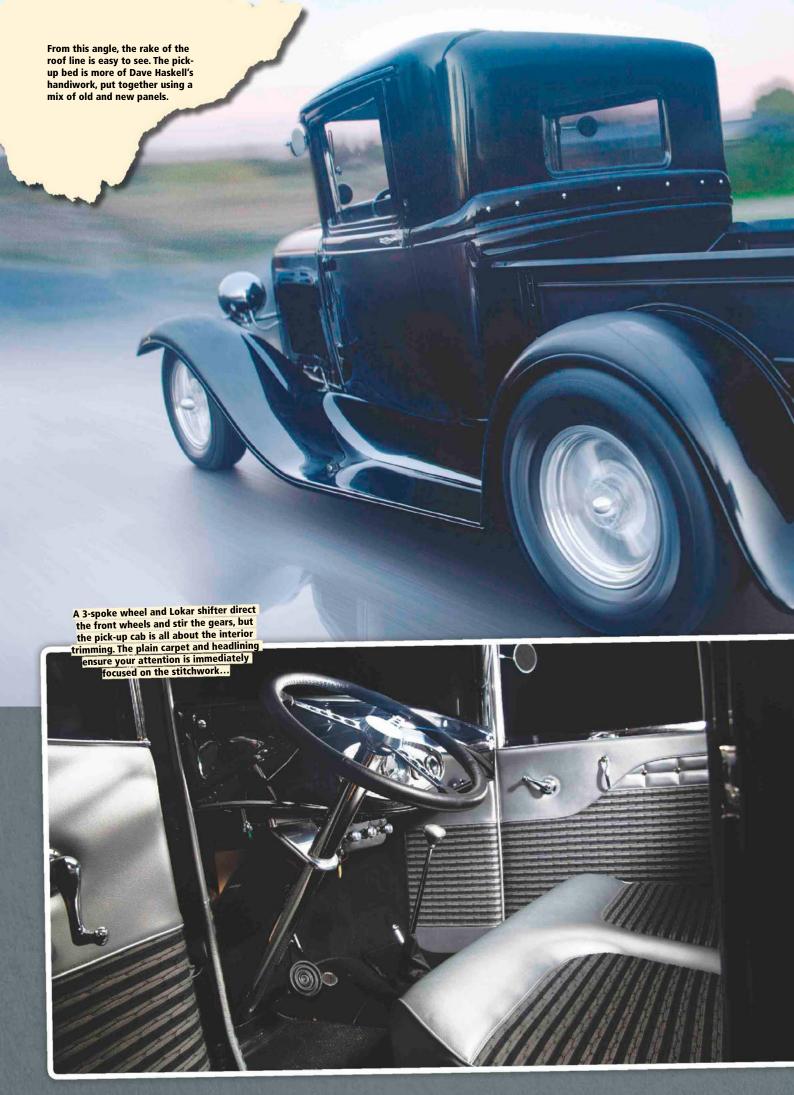
panels and Dave ended up just using the cowl section, doors and door shuts, but even those needed repairing first, especially the bottom sections of the doors. Model A aficionados may notice the subtle differences to stock on close inspection – the hand-formed back panel, for example, or the scratch-built roof, with its London taxi roof centre section, or the not-quite-stock rain channels – the list goes on. More routine work included a new floor, sorting out the door gaps (Dave

simply describing it as astronomical. An understandable comment really as, apart from the aforementioned parts of the cab, the only other original Ford metalwork that remains is the sun visor. Even the bed floor is all new steel, with mirror finished stainless sheet being folded up to replicate the more usual wood, then finished off with stainless runners. With the bodywork prepped, Dave whipped out his spray gun and liberally coated it in gloss black. We asked Steve if this











getting it to look as good as it does, the subtleness of the bodywork can easily be overlooked, as indeed it was when the pick-up made its debut at last year's Hot Rod Supernationals (ironically, Steve's unpainted '41 pick-up won a Top 10 award, while this painted '31 alongside it won nothing). The same, however, cannot be said of the striking interior. It's so different to the norm, people can't fail to notice it.

shit for 40 years, after all. Besides, it would officially make her a petrolhead, so she can't moan at me any more." Steve, we admire your thought process.

The finishing touch then came when Neil made Julie a handbag to match the interior. Not that she needed any persuading of course, as she's more than happy to carry the pick-up keys around in that handbag. Steve told us she really enjoys driving it,

was a specific colour? "It's just black black I think. Maybe London taxi black." Dave's response to the same question was more explicit: "It's just fuckin' black." That clears that up then. Finishing touches include repro headlights and an ali windscreen surround, with Dave wiring the car using an unknown proprietary kit - unknown simply because he can't remember the make or where he got it from.

With the original chassis a distant memory, the refreshed bodywork now sits on a TCI repro version. At the rear, Dave added a Ford 9-inch axle located by a 4-bar set up and a Panhard rod. To add some shine, the axle's been fitted with a faux quickchange diff cover, polished of course. Up front, there's a dropped I beam with Wilwood polished hubs, discs and calipers, located by hairpins, a transverse spring and Pete & Jake's shocks. Steering is courtesy of a Vega box mated to a polished column. The rebuild of the 327 small block Chevy was ably carried out by Euro Engines in

it would officially make her a petrolhead

"Dave had this idea, so I just let him get on with it," Steve told us. "I did tell him if I didn't like it I wouldn't pay for it though," he added with a smile in his voice. Dave confessed, "I actually lifted the idea from another motor I'd seen, but I just knew it would work in the pick-up." The Haskellcrafted dashboard was deemed as good a place as any to mount the So-Cal Speed Shop gauges in their engine-turned insert and, once Dave had made the seat, it was time for the truck to enjoy a few weeks' holiday not far from the Essex coastline. Yup, it was time for Neil Tadman of Neil's Auto Interiors to wave his magic wand (okay, his magic sewing needle), following strict guidelines given by Dave.

Steve admits he was somewhat taken back when he saw the finished product. "It just blew me away. Seeing that interior for the first time was unbelievable, it

adding, "We both know the Model A will never be sold. It really is superb and we've had no issues with it whatsoever. Since it's been on the road, apart from driving it, all we've done is clean it, clean it and clean it. That's understandable though as, you may have already guessed, Steve readily admits to liking a bit of bling on his cars, meaning there's plenty of polished ali, chrome and stainless steel to keep pristine. Dave Haskell's take on the bright work was a touch more succinct: "It's got a million quid's worth of fuckin' stainless on it." Whatever your take on it, there's no denying the mix of gloss black and polished metal is a classic combination, one which saw Julie take home the Best of Show trophy at last year's Street Rod Nationals, and other awards since then. The downside for Steve is that Julie already has more bling in her trophy cabinet than he has! WINNELL

Shine on

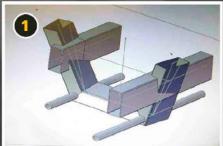
Part 2

■ Words: DB Pics: Tony Shine

ast month covered the construction of the main chassis rails and the independent rear suspension installation. This instalment sees the chassis completed, the front suspension installed, the engine and gearbox mounted and even the steering sorted – eventually!

Next time round sees the naked rolling chassis gain some covering and the engine gain a little more grunt. Until then...





More work on the CAD system produced the design for the front crossmember, which incorporated the same suspension geometry as on the donor car.



Due to the number of complex angles involved, the box section was laser cut into five pieces, which Tony tack welded together around a pair of dummy chassis rails to check the fit.



After Tony had machined the bottom suspension arm bosses, the Jaguar XJ40 front wishbones were then trial fitted to ensure everything was as it should be



After it was all dismantled, a cross support was tack welded to the dummy chassis rails to keep everything rigid before the bottom suspension arm bosses were welded to the crossmember.



The five components for each of the top wishbone mounts were laser cut from 6mm steel plate.



The components lock together like pieces in a jigsaw puzzle, with them also doubling up as the top mounts for the coilovers.



The wishbones were then removed to facilitate final welding of the mounts. Note they are designed to be adjustable in and out to set the camber angle correctly.



The assembled front crossmember, ready to be attached to the main chassis rails.



The bottom coilover mounts were cut from 6mm plate. These simply replace the original Jag spring seats with the tabs locating the coilovers. As for Blacktop Customs? If Tony ever takes the plunge and opens up his own hot rod shop, you now know what it will be called.



Tony's choice of drivetrain is a 3.5-litre Rover V8 mated to the 5-speed LT77 manual 'box shown here. From the outset, the front end of the chassis has been designed to allow for the engine and 'box to be mounted as far back as feasible in a street car.



A long time ago, a friend of Tony's, Stuart Lee, came up with the idea of modifying Range Rover bellhousings to enable the engine to be mounted behind the front crossmember in off-road Land Rovers, whilst maintaining the stock gear lever position. Tony has fitted one of these to his gearbox. Naturally, the gearbox output shaft also has to be machined down to suit.



With the chassis set on the jig, the engine and gearbox were mounted on a frame so they could be moved about more easily to determine the optimum position.



Once the engine and 'box were in position, the front crossmember was added to the mix.



Then the front rails were tack welded to the main chassis structure...



...with the front crossmember then being tacked in position on the fresh box section.



From this angle it's easy to see just how narrow the front chassis rails are. Even with the wheels at more than full lock, there's still plenty of room in there.



Tony opted for Range Rover engine mounts and R380 gearbox mounts as these are larger than the Rover SD1 mounts for the LT77 'box.



After all the running gear had been mocked up to check everything was as it should be, the engine and 'box were removed to enable the final chassis welding to be done.



Tony machined up these ali caps to finish off the engine mounts.



The rubber mounts were then positioned on the chassis rails...



...and the engine mounts fabricated from 6mm plate, with a right-angle piece picking up the stud.



The rubber mounts are located by 10mm threaded nuts welded into the chassis rails...



...with 50mm diameter tube supports to strengthen the mounting area.



The gearbox was drilled and tapped to accept the R380 rubber mounts...



...with more of that 6mm plate being cut to form the gearbox mounting plates.



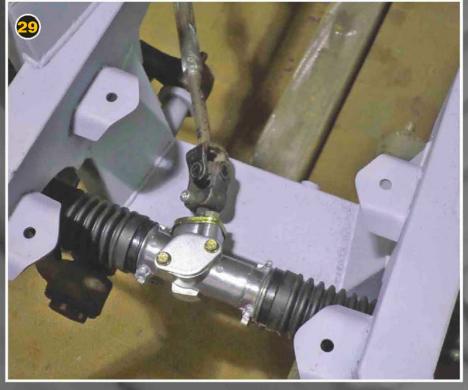
Tony performed some major surgery on a Mk4 Escort steering rack, narrowing it drastically and forming his own mounting brackets on the front of the crossmember.



He also formed new steering arms from 20mm plate. Whilst all initially seemed well, when the steering was later connected, Tony realised the error of his ways...



...as the rack was originally designed to be mounted behind the crossmember, so when he turned the steering the front wheels went in the opposite direction. Ooops! No worries, he went out and bought a Mk1 Sierra rack...



 \dots which, after more narrowing surgery, sorted out the problem. Note the chassis rails have been notched for clearance.



Auto focus

This month we take a look at the early days of rear-engined dragsters in the UK

■ Words and pics: Keith Lee

ne of the big topics in drag racing was who had the first rear-engined car. Don Garlits is rightfully credited with making the idea work, but there were many before him who tried that route. It got me thinking back to some of our own early British rear-motored efforts. It should be said straight away that none of them could be remotely compared to Big Daddy's race car, but there were some unusual runners in the bunch.

Back at the beginnings of racing over here, the first rear motor you would have been likely to see would have been sat in the back of a single-seater circuit racer or hillclimb car, which was being given an outing at the drags for a change. Not exactly a rear-engined dragster, though they would run in the dragster class. Remember, this was at a time when front brakes and covered engines were deemed a requirement by the *RAC!*

At the 1964 Dragfest, American Doug Church brought over a neat little Porsche 356-powered dragster which, although overshadowed by the 'Wedge' blown Plymouth gas dragster of Tony Nancy, was more like the sort of car that local enthusiasts might aspire to. But enough straying off piste with foreign visitors. There was a British-owned, rear-engined machine at the same event, in the form of Alan Burgess and his Turbonique jetpowered go kart, which was effectively one of the early demonstration machines. Popular in those pioneer days were the motorcycle-engined – usually Triumph – karts that formed the early thrust of the rear-motor brigade. Some were pretty much standard kart frames, while others opted to construct longer, purpose-built chassis, enabling less pointy steering.

The first notable British runner that springs to mind is the single-cylinder, 500cc

Rudge-powered Wicked Lady dragster. It was barely knee high, but could boast a proper lay back chassis with the engine suspended way back behind the rear wheels. The driver / constructor was Tony Gane from Somerset, aided by a young successful it was can be judged by the fact that Tony was the 1966 Drag Racing Champion. Another little blown/BSA machine followed for Tony, which meant Dennis got to enjoy himself driving the Rudge dragster. Another competitor to feature in the results that year was Rex Heatley, driving a 1,000cc Vincent-engined device. Rex and Peter Billinton wrote the guide to running exotic fuels, which was the racers' bible in that era.

was powered by a 392 Chrysler motor.

One of the earliest V8 rear-motored dragsters had to be the unbelievable *More Aggravation* entry of Walt Ithell. His cars were usually a little different, to say the least, and what can you say about using a pair of unblown Ford motors behind the driver? It was like Mad Max goes drag racing and, whilst not a success in 1970, was definitely an eye opener.

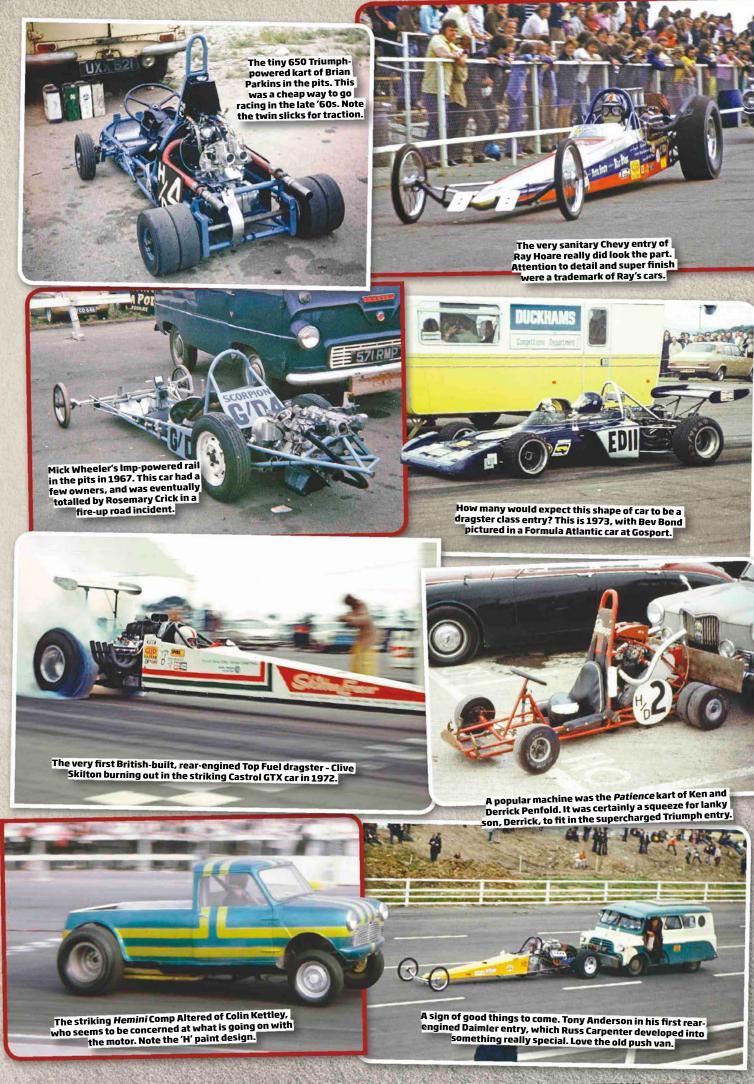
definitely an eye opener.

1972 proved to be a pivotal year. Early in the season came the beautifully prepared, injected small block Chevy dragster of Ray Hoare. Tony Anderson was close behind, at the wheel of a blown Daimler, which showed a lot of promise, and would eventually lead to some stunning times for the small V8 powerplant in years to

It was like Mad Max goes drag racing

Brian Parkins was an early competitor at Santa Pod, and his tiny Keele Kart was ideal, as it had a strong spaceframe chassis, and Brian used twin kart slicks at the back to improve traction. A Shorrock blower was eventually fitted, and he was quite a successful runner. His mantle, though, was eventually taken over by the father and son team of Ken and Derrick Penfold. Using a similar rear-drive set up to Parkins, the bright red kart was fun to watch in Middle Dragster up against bigger competition, using a blown 650 Triumph engine for motivation. There was even a rear-engined Competition Altered in 1967 in the shape of a Mini pick-up. It had a super green and yellow flake paint job, which was still pretty rare in those days. Hemini was the brainchild of Colin Kettley and, as you might guess,

come. Finally, the big news of 1972 came at Santa Pod's Easter meeting where the first British-built, rear-engined Top Fuel dragster was unveiled. Needless to say, it caused quite a stir. Boasting Castrol GTX sponsorship, Clive Skilton debuted the very angular Revolution 3 car. It did not look conventional, but it was very distinctive, with a long, tapered, square front section. Within five months he was down into the sixes, and second only to Dennis Priddle, who had cracked the first European six in May of that year. It took a while for the rear-motor set up to exert its ultimate supremacy, as Dennis kept his final frontmotor combination, Mister Revell, at the head of competition until he sold it at the end of 1975, but the dragsters' future was eventually rear.



■ Words and pics: Mark Gredzinski

he former Easter meet has morphed into the Festival of Power, still with its emphasis on drag racing, but with a live action arena catering for those who fancy some alternative entertainment. There, various exhibition acts, including monster trucks and stunt vehicles, kept the crowd entertained during any down time, all of which worked well.

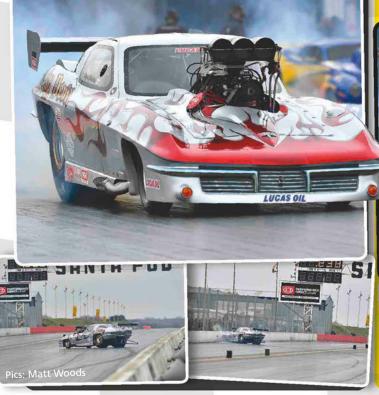
Quarter mile-wise, there were both nitro and Pro Mod cars on hand, along with a big supporting cast, so there was little for anyone to

Many personal best times resulted over the weekend

complain about. Apart from the weather that is. Friday was a washout, Saturday was dry but dreadfully chilly, and the damp air with cold rubber on the track did the nitro cars no favours, most having to shut off after the initial throttle 'hit'. Sunday, however, had the track coming around, with warmer air and sunshine improving the racing surface. With help from the ever-attentive track crew, many personal best times resulted, and the racing was definitely up to scratch.

Sharp turn

An early casualty in Pro Modified was Wayne Nicholson who left the line well in the *Lucky Devil* Corvette, only to have it turn sharp right shortly after. Having neatly avoided the right-hand barrier, Wayne had the misfortune to collide with the opposite wall in a low-speed encounter that scrunched the corner of the car. Thankfully, it's all repairable.



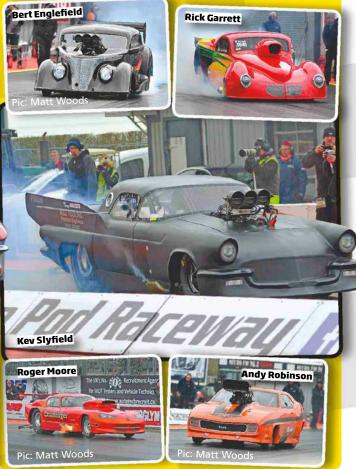


Pro Modified

Newcomer, Bobby Wallace, impressed with the number one slot, driving his nitrous Willys to a 6.543 / 210. Just two hundredths behind was Andy Robinson's Camaro on 6.545 / 218. Bert Englefield had his freshened-up black '38 Ford coupe sounding sharp on a 6.72 / 219, while Rick Garrett rounded out the top four on a 6.86 / 210 from his '41 Willys.

Garrett opened round one with a solid 6.60 / 185 to beat the turbo Plymouth Duster of Chris Isaacs, which was handling errantly off the line. Englefield impressed with a 6.55 / 218 as Roger Moore's nitrous Viper oscillated to a 7.27 / 199. Then last qualifier, Kev Slyfield, upped his game with a 6.61 / 210 from his new, unpainted Thunderbird as Wallace shut off and Robinson pounded out a low ET 6.38 / 224 over Frenchman Jean Dulamon's off-throttle 10.06.

A holeshot decided the semis as Englefield beat Robinson in a squeaker, 6.53 / 219 over 6.59 / 223, while Slyfield eased through as Garrett had put a rod through the block in round one. Reliability can often determine the outcome of a meet and, after a slow start, Slyfield took it with 10.61 / 98 as Englefield could not make the call.



Nostalgia Fuel Challenge Cup

An amalgamation of Nostalgia Funny Cars and Fuel Altereds made up this class, with the ever-competitive Nick Davies on fine form. A strong 6.27 / 220 on Saturday evening from him in the *Chaos* Topolino had the Donovan Hemi sounding superb. Dave Grabham celebrated 30 years in drag racing with a 7.97 / 160 from his Topo, while Tim Garlick improved

yet again in the *Apache* Firebird with a 6.26 at 'only' 193mph. The colourful nitro burner would have beaten *Chaos* with a top-end charge on race day, but Davies' 6.24 / 221 took the race. In the final encounter, Garlick had a holeshot but took out the top-end mirrors, negating his time, while Davies secured the win with a mighty 6.12 / 230.

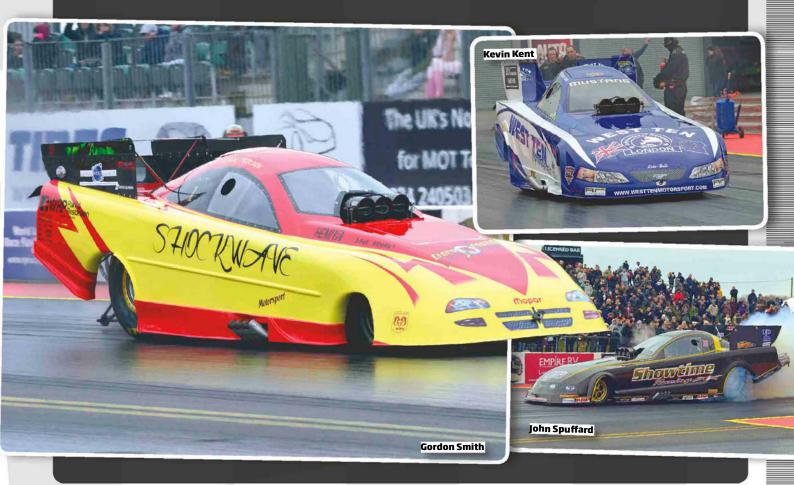




Nitro Funny Car

After a year's lay off, it was good to see John Spuffard back in Bob Jarrett's *Showtime* Mustang. Spuff laid down a storming burnout and a 5.73 / 134 half-track pass, but succumbed to motor damage thereafter. The two other competitors in the European Funny Car Series were Kevin Kent in the West Ten

Mustang and experienced handler, Gordon Smith, whose Dodge Stratus sported bright new paint. Like Kent, Smith driving the *Shockwave* machine initially had trouble getting hold of the track, but they saved the best 'til last, Smith taking the final with a 4.93 / 257 to beat Kent's shut-off 5.33 / 175.



Street Eliminator

A healthy 16 cars were on hand to slug it out. New runners ranged from the diminutive, fully trimmed and very neat Volvo PV544 of Mats Andersson, through to the monstrous Chevy C30 of Nigel Hale (11.01 / 123). Both were early casualties with better days ahead. The performance plaudits went to Mark Todd with an amazing 7.47 ET record (at 192mph) from, let's not forget, a full-size Pontiac GTO. Other notable passes came from Dave Murdoch's purple '33 Willys with a best ever 7.91 / 175 to beat Gary Gooding's Supra on an 8.12 lose out, a 7.84 / 179 from Jon Webster and Stuart Williams on 7.63 / 183, all in round two. Tearing up the treads was Dave Murdoch, who had a better reaction in the semis against a quicker Jon Webster, 7.95 / 171 beating 7.83 / 180, while Todd wasted a 7.63 on a red light against Williams. In the final, Williams' strong 7.82 / 182 was too much for Murdoch's 9.54 / 106, but it's early season, so there's plenty to play for yet.



Eliminator winners

- Super Pro ET Scott Hauser 7.55 / 176
- Pro ET Lee Huxley 9.60 / 127
- Super Comp Stuart Doignie 9.62 / 103
- Super Gas Collin Morrice 9.95 / 147
- Comp Eliminator Robin Orthodoxou 8.96 / 94
- Super Street Dave Cherrett 11.06 / 86
- Wild Bunch Phil James 9.36 / 140
- Sportsman ET Gillian Medley 16.63 / 63







Butch Wilkins





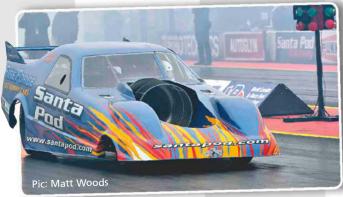
Top Fuel

Four cars were in the frame with the Rune Fjeld Motorsport stable responsible for most of the entrants. Fin, Jari Halinen, was the only one to hook up on Saturday, with a 6.25 / 98 stab. Sunday had the two nitro rookies on observed runs, with Liam Jones in his military-inspired dragster laying down an 8.49 best ET, and Birgitte Bremnes from Norway trying to get traction on an 8.01. The Main Event will almost certainly see better times to come. Low ET went to Duncan Micallef from Malta with a 4.97 / 143 and motor damage.



Jetting along

Martin Hill ran a quickest ever ET from a European jet car with a 5.72 at 268mph in *FireForce*.



Dead mouse

Dave Nelson, driving his 461ci slingshot, *Dorris Dormouse*, beat his previous personal best of 8.4 seconds by a massive margin with a 7.88 / 169, though unfortunately at the expense of his big block Chevy powerplant. Dave vows to return!



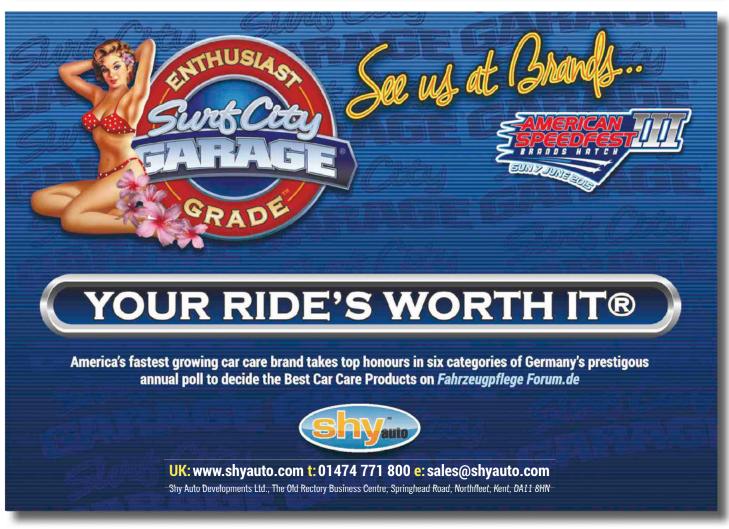


Times gone by

In early 1987, Pro Mod stalwart, Bert Englefield, was running this '32 Ford in the Super Street class at Santa Pod. Later on, Bert would pilot a nitrous Toyota Supra from the seven-second zone into the high sixes with some success in the Pro Modified ranks. Since then Bert has piloted his current '38 Ford into the 6.40s, and has a new car lined up for the future. All he'll say at present is it has a unique bodyshell...











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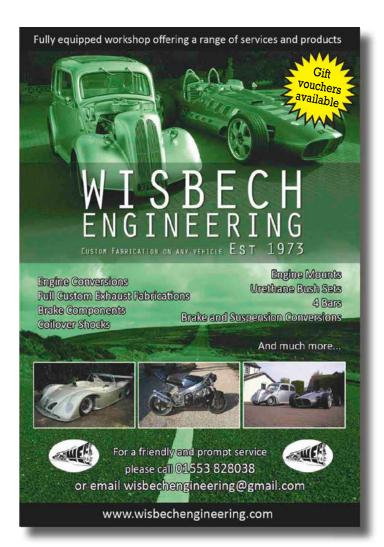
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ARA 95A ARA 122A ARA 125A ARA 425A ARB 425A ARB 550A ARB 556A ARB 556A ARB 550A ARB 564A ARB 564A ARB 564A ARB 564H AFF 80Y AFF 80Y AFF BOY AFF BOY AF	BPR 657A BPR 657A BPR 657A BPR 655A 674 BPW 957 BPW 957 BPW 957 BPW 957 BPA 964 A 177 BRA 771 BRA 771 BRE 7711 BRE 7711 BRE 7711 BRE 7721 BRE 332 BRE 332 BRE 338 BRE 1995 BRE 1665 BRE 1665 BRE 1665 BRE 1665	CG 6774 RCH 44M RCH 41M RCH 45M CHA 210T RCH 33M RCH 34M C11 OKA CHO 74L CHU 88Y CIL 6575 CIL 7601 CJE 785	454 DOR DOU 6K DOV 688 DOW 17S 5469 DP 132 DRB DRE 5S DRE 64N 676 DRK DRR 520B DRR 512B DRR 504B DRS 262K DRS 218D DRS 266K	7553 FN FNA 91C FO 6482 FOB 813L FON 6L AFO 12D FOS 733R 572 FOT FOW 153X FOX 701V FOX 6S 3 FOY FPA 22 7 FPP	HAR 81Y HAR 19Y HAR 775Y H4 TAC GHA 770N HAT 58N HAW 50N 851 HBC 415 HBC 415 HBC HBC 408 HBC 259G HDS 263G MHE 4P KED 63N HEG 50N HEI 31V	BAG : BKU 4 BKU 4 DGW 4 BPR 6 BSS 1	86S EHJ 9 52B EVG 60B HNJ 401B JSS 9 57A STO	958H MN 550H MTI 53T MV0 962N NA\ 788F NS	IN 48D RM H 337P HE G 710C S' V 297F TI SE 87V W	10 112R 0S 261G VR 52H EF 54R RT 96A RT 97A	N4 THS NAV 3031S NAV 3030S NAV 3065 NAV 289F NAV 289F NAV 289F NAV 287F NAV 297F NAV 297F NAV 300F NAV 300F NAV 300F NAV 309F	PEN 677S PEN 155S PEP 3R PEP 3R PEP 53Y PEP 8R PER 121N PER 121N PER 855 PET 73R PET 80Y RPE 73R RPE 76R 4244 PF 2620 PF	REG 417X REH 308 REN 418S REY 446 333 RFM RFM 828L RG 6659 RG 3805 RG 3805 RHA 932 RJG 176G RJG 571 8475 FK	D951 MON LPR 51M RED 51R SKE 114M 497 SKJ SKY 419S SKY 766S SLA 93R SLA 93R SLK 51R SMA 127L SMA 113R S17 OWS	TOM 45N TOM 45S 72 TOM TOP 55S 9 TOP TOS 80X TOY 5	WRT 93A WRT 94A WRT 82A WRT 83A WRT 103A WRT 87A WS 361 WSL 283 441 WU WV 9957 WWW 80X X 567 XJ
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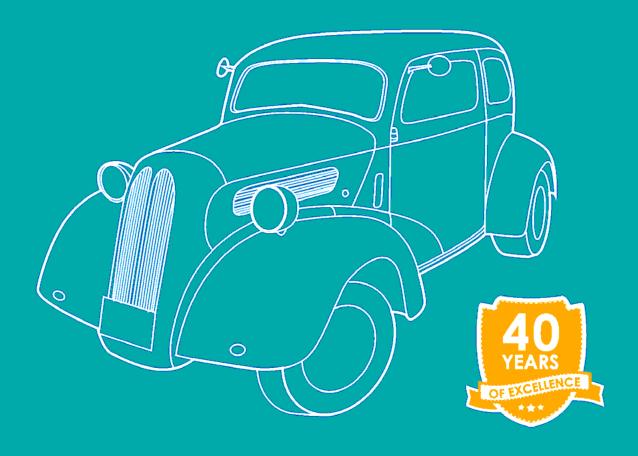
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SKYLARK CONVERTIBLE



1963, £6,750. MoT'd until September 2015. The interior and hood are very good. The bodywork is solid and the chromework is in good condition. The engine was swapped for a later one out of a 1979 Oldsmobile. The car has been stood for a while and needs the following work doing: power steering fluid leak. column shifter needs attention as it drops down when in park. Yorkshire. 07940 976805 (MC)

SPECIAL



1950, £14,000. It is 2 tone black and grey. The car is an older restoration approx. 10 years, the car runs and drives smooth. It is a fireball straight 8, 5 litre engine. It is automatic and runs really smooth. The interior was re done 10 years ago, grey and dark grey pinstripe cloth seats, roof lining is excellent looks like new. Norfolk. 07944 523386 (MC)

CADILLAC

DEVILLE



1960, £Offers invited. I have owned this car for 16 years.used this for weddings. Average cost per wedding £350. A lovely car for its year always turns heads.all white trim white leather. Carpets all good, chrome, shines, windows elect and all working, tinted. Old radio and working tax exempt. Uses on low mileage insurance. Reason for selling as moving to smaller premises. 07860 433363 (MC)

ELDORADO



1984, 123,000 miles, £7,750. Unmarked white, and consists of totally unmarked blue velour large luxury seats. Long MoT, had a new rebuilt gearbox upon me receiving it after importing it from Delray Beach Florida. This car is fully loaded and drives like new, she really turns heads everywhere she goes. Ashford. 07939 668273 (JW)

CHEVROLET

C10



1964, £12,950. Fresh in with all taxes paid uk v5 registered now. New mot ready to go. sweet running strong v8 350 motor coupled to a 4 speed box with a nice smooth clutch. Motor starts and runs nice, gears are spot on as is the clutch. 07968 005420 (MC)

C10 PICK-UP



1968, £5,000. USA Stepside pick-up 350 V8 Muncie 4 on the floor running order for repair restoration, many extras, all duties paid. West Midlands. 07961 909983

CHEVY PICK UP



1956, 61,000 miles, £9,995. Genuine unmolested pick up 6 cylinder engine 4 on the floor gears show winning truck in outstanding close to original condition one of the best for sale today buyer will not be disappointed call to view. 01494 813825 (JW)

EL CAMINO



1978, £5,950. LHD, factory fresh 5.7 Litre V8 engine, new brakes, new tyres, US title, Duties paid. Excellent driver, excellent cond. e-mail: fecury@ planet.nl. Netherlands. 0031-613-602.774 (JW)

SEDAN



1929, £8,500. 4 door, rat/rod, some work been done, many new parts, spare engine, wheels for front wings, right hand drive, from Montevideo including log book, much information, may p/x. Kent. 07775 871646

STORM



1990, £1,950 onoi. Lhd, Chevy mechanically excellent, all new belts, new brakes, recon power steering, air con, bodywork needs a little tlc. Avon. 0117 904 1411

CHRYSLER

383 NEWPORT



1969, £7,800. Drives just great-starts on the button - effortless cruising, only selling as I have found another Mopar that needs to be in my garage. She was imported 12 months ago I am the 2nd owner in the UK, imported from one of the Dry States - Victorville so no Rot. Bedfordshire. 07974 353185 (MC)

CORVETTE

STINGRAY



1976, £6,500. 350 small block. automatic, needs bit of tlc. Seats need recovering in my opinon, and seat belts fitted. Door electric window motors need fitting back in. I would deliver this anywhere. This is a cheap car, and with a very small amount of time doing the few bits will be in the 10k bracket. 07836 546107 (MC)

FORD

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COUPE



1934, £25,000 ovno. Built for me by Burnham Autos in 2000 at a cost over £55k. Rodline body and chassis, D J Ellis Engines 300bhp (with dyno sheet) 4 litre injected Rover, T5 box, Ford 8" rear, Coddingtons. This car has been all over Europe and the UK and will start 1st time even after standing all winter. Brighton. couperod35@yahoo.co.uk (JW)

FALCON



1960, £12,500. Metallic green, wheels by Curtis Speed, de-badged, lowered, new tyres, moon gauges and steering wheel, featured in Rod and Custom (USA). Built in Californai using a rust free car. Cheshire. 01612 928270

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PONTIAC

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Remember when... 20 years ago

was ranting as usual, bemoaning the number of classified and custom corner ad pages on the next month page: "And the Custom Car sale of the century will again take up most of the rear half of the mag. Jeez" whilst, at the same time, filling every column inch of his intro page with his opinion on the principle of continuous licensing of motor vehicles. He had a point, of course (Baggaley

Street Gasser mag at the time. It was pretty much a complete home build, starting at the chassis and ending at the vinyl-covered wooden roof, with only a couple of calls made to outside suppliers along the way. It was neat, quirky, well proportioned and clever, but where is it now? From there it was over to America for Don Rooten's entirely pro-built '33 Ford woodie. Perfectly

neat, quirky, well proportioned and clever

...it was 1995? Feels like just a few years ago, right? Wrong. 20 years, two decades and 7,300 days is a long time, both in life and in the world of hot rodding, but what of the world of CC? Okay, so the cover price has gone up, but what was happening then that isn't happening now? Well, editor Baggaley



Before you could simply look this kind of stuff up on the internet, Baggaley's tech articles were a great reference source. This month, an overview of valvetrains and cams.



Big buck Yankee show cars made up a big part of the mix in '95, and Don Rooten's phantom '33 woodie was another of this month's offerings.

always had a point) and he suggested a solution to this month's problem, but admitted it was probably already too late for his concerns to be heard, or at least heeded by then Tory Transport Minister, Brian Mawhinney. So was he right, do we now have continuous licensing in place? Well yes, I suppose we do, but at least the SORN system hasn't descended into the ever-increasing 'garage tax' he envisaged.

But let us not start this day on a downer, instead celebrate the good that was CC in 1995. This month, Tim lead us a merry jig through the forest with a woodie special. Naturally, as there aren't many hot rod woodies in little ole' England, much of the feature material came from the States, but at least this month's cover car was British, being the superb phantom '27 T woodie of Nick Harrison who also, as it happens, was the editor of the NSRA's

illustrating the difference between the two countries, in the feature we wrote, "The great thing about rodding in the nineties – if you have the funds – is you can pick up the phone and order many of the parts which, in the past, had to be fabricated." And that's just what Don did, while Nick scoured the small ads, junk yards and made bits himself. Our guess is there was a significant difference in the build costs of the two vehicles...

Next up in the wonderful world of woodies was a great, picture-heavy piece by Dave Fetherston, who is quite the authority on these vehicles, having published a book on them. While many of the examples shown were stockers, there were enough rodded ones amongst them to justify the feature and, for those with a penchant for 'crate motors' (ha ha), provided a great source of inspiration.



The great thing about El Mirage coverage (or Bonneville for that matter) is it doesn't matter what year it was, within reason, it looks the same. And that's what we love about it.



"The most fun you'll ever have in your street fighter," we said. And "it's clear you'll need to be in the sub-teens to be among the front runners." That was 20 years ago.





Just some of the woodies US contributor, Dave Fetherston, assembled for our delectation this month. Personally, I'd take the '49 Merc at the bottom.

Whilst overseas, we – that being erstwhile CC reports Mick Walsh and Mike McCarthy – paid a visit to El Mirage to catch a dusty day's racing, while Mike Key took his annual trip to Kortrijk in Belgium for the massive Stars on Wheels custom

Delivery (Dave Owen) and Best Street Rod (Mike himself).

Back in not-so-sunny Blighty, we rounded up *The Eliminators* from Stoke-on-Trent for this month's Club profile, got heavily into valvetrains and cam timing to keep the more

the Brits were already making their presence felt

car and bike show. The event's still going today, but was only in its second year in 1995 and the Brits were already making their presence felt, travelling home again with Best of Show (Doc Claydon), Best Sedan technically minded happy and launched the CC Street Eliminator series upon the world. If ever CC can be accused of creating a monster, this would most definitely be it. That and Baggaley in Shaun of the dead of course.



Remember this?

As a hot rodder, what does 1995 say to you? If it says Body Coddington and Larry Erickson then you're right on the money as both were involved in this car that won the prestigious AMBR trophy this year. By the time it was finished, it was owned by Fred Warren, having been started in 1992 by Craig Naff (he of CadZZilla fame) and Erickson for another customer, Robbie Midollo. When he pulled out part-way through, it went through the hands of Hot Rods by Boyd, where a young chap named Chip Foose was just starting out his hot rod building career. It might look like a '37 Ford but there's reputedly not a single part on it that is, save for perhaps the headlights, the entire body being constructed from flat sheets of steel and aluminium.

Like this year's Ridler winner (see p24), the Smoothster sits on Corvette running gear, but the rest is an exercise in extreme fabrication, from the one-piece billet wheels through the 66-piece brass and chromed grille to the leather and tweed sculpted interior. Sure, it looks dated to our eyes now, and some might struggle to comprehend a car that allegedly cost in excess of \$300,000 to build (20 years ago, remember), but cars like this moved hot rodding forward immeasurably. More importantly, people prepared to fund cars like this gave an outlet for the prodigious talents of all those mentioned above. You might not like it, but only a fool would say they wouldn't like just a tiny bit of the skill it took to create it.



Pre-dating the current fad for dropping other car bodies over VW Beetle running gear, Darryl Armatrading of *The Eliminators* did it with a Robin Reliant, then made his own widened wings out of what appears to be cardboard.



Those that lament the passing of the old Ally Pally custom car shows should get themselves to Stars on Wheels in Belgium. We've not been for years, but it was always worth the trip. And yes, that is Nats stalwart, Hugo Vervliet's '41 Caddy in progress at the bottom.



Though 17 and 18-inch wheels are on production cars these days, in 1995 these were a big deal. Believe it or not, this car was conceived to run on 15-inchers.



Andy Chilton's Pro Mod Studebake



Mick Taylor's Fordson Van



Barrie Richards 55 Mk1 Zodiac 54 Chevy Pick Up



Jeff Hawksworth's 444 Supercharged Wosley



Graham Smith's 57 Chevy Snow White



Tony North's Triumph Herald

Ron Haslett's 41 Willy's Coupe

Ford Pop

Ian Hooks

Wade Pilkington's Ford Prefect

Adam Savers

57 Chevy



Colin Millars Outlaw Anglia Ford Pop



Detroit Spinner Race Team



Mats Anderson's Street Eliminator





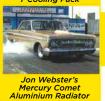
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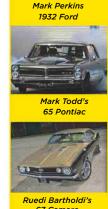
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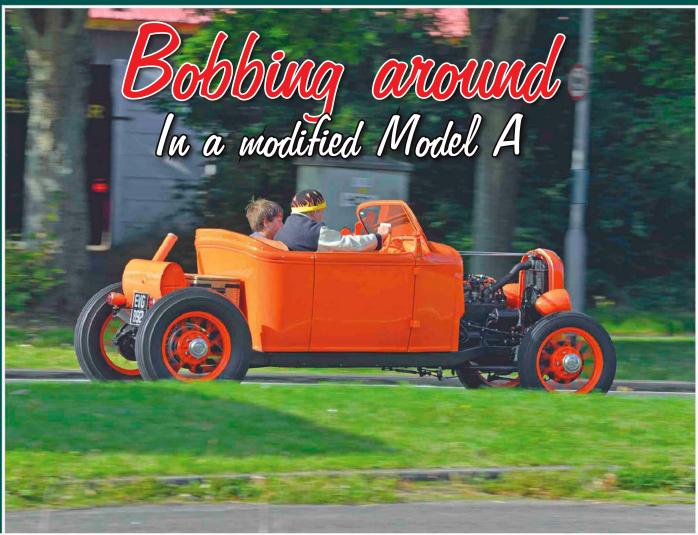






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